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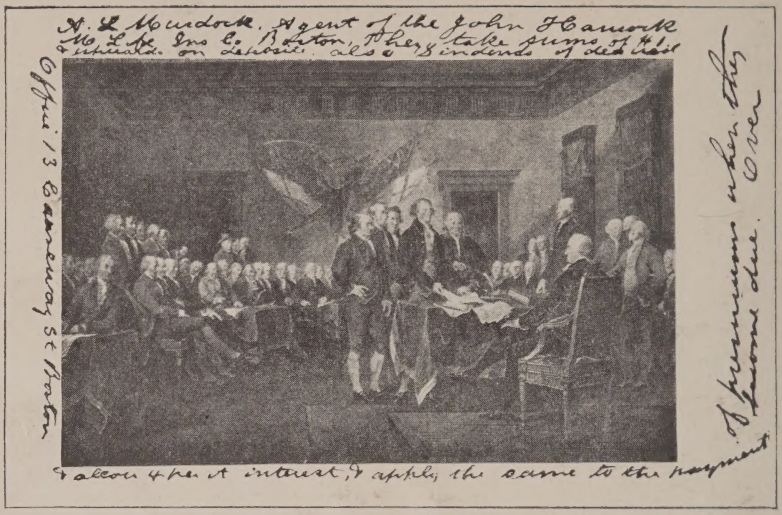
Boston Chamb'r of Comm.

BOSTON
An Old City With New Opportunities
BOSTON CHAMBER OF COMMERCE
Bureau of Commercial and Industrial Affairs


A. L. Murdock, Agent of the John Hancock
Life Ins. Co. Boston, Mass. take pleasure in handing
Copy of 13 January 1862
of Insurance when this
Policy is issued. Also a Prospectus of said Co.
Policies at the usual interest & apply the same to the payment

ABOVE is a reproduction of a business card used by Albert L. Murdock, organizer and first general agent of the John Hancock Mutual Life Insurance Company. In presenting the charter of this Company to the Massachusetts Legislature in 1862, during Civil War times, Mr. Murdock incorporated the name and famous signature of John Hancock. This charter was approved by the Governor, John A. Andrews.

Naturally, Mr. Murdock thought of the Declaration of Independence in connection with John Hancock, and Independence in connection with life insurance. Hence he made use of John Trumbull's famous painting, now in the rotunda of the Capitol at Washington, as a means of introduction for the Independence which he had to offer through the medium of John Hancock.

For the 64 years since the granting of its charter, the John Hancock Mutual Life Insurance Company has made use of the John Hancock Signature on policies, letter-heads, literature and advertisements issued by the Company.

For many years the John Hancock Company has offered to supply facsimiles of the Declaration, and many Americans, and others interested in American history, have taken advantage of this offer to secure exact copies of the famous document.

The copy of the Declaration issued by the John Hancock Company is a composite reduced facsimile, one-quarter size, taken from the original facsimile reproduction made by W. I. Stone in 1823 under the direction of John Quincy Adams, then Secretary of State, afterwards President. The original is in the custody of the Library of Congress at Washington, but, so far as is known, the John Hancock Company is the only source from which correct copies can be obtained.

The John Hancock Company will send the facsimile free if the inquirer will enclose 5 cents to cover cost of mailing. Address Inquiry Bureau, 197 Clarendon Street, Boston, Massachusetts.

John Hancock
MUTUAL
LIFE INSURANCE COMPANY
OF BOSTON, MASSACHUSETTS

BOSTON CHAMBER OF COMMERCE
BUREAU OF COMMERCIAL AND INDUSTRIAL AFFAIRS

Nov. 14, 1922.

MELVILLE D. LIMING, *Manager*
DONALD G. FERGUSON
ZORA P. WILKINS } *Assistants*
EDWARD O. OTIS, JR.

Organized to cooperate with existing establishments in promoting better management methods; to bring to Boston and New England additional industries and greater volume of foreign and domestic trade, and to furnish reliable information regarding industrial conditions.

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Personnel of the Committee on Commercial and Industrial Affairs:

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F. LAURISTON BULLARD, Boston Herald
RICHARD B. CARTER, Carter's Ink Company
EDWARD DANA, Boston Elevated Railway Company
FRANCIS W. DAVIS, Pilgrim Laundry Company
JULIUS DANIELS, Edison Electric Illuminating Company
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WILLIS R. FISHER, National Leather Company
ARTHUR B. NEWHALL, Hood Rubber Company
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BUREAU OF COMMERCIAL AND INDUSTRIAL AFFAIRS

BOSTON CHAMBER OF COMMERCE

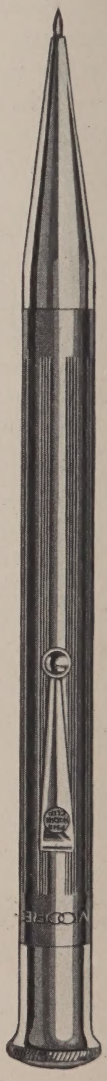
Moore's

WITH THE FAMOUS MANIFLEX POINT

Moore Pens are striking in appearance but their true beauty lies in the superior writing qualities. Just what the name implies — "More" pen. Many sizes and styles.

Points are 14 karat gold iridium-tipped and flex without undue pressure. Barrels are in Green, Blue, Red or Black. All indestructible. At all high-class dealers.

Moore's *wont leak*



¶ Moore's is a name for twenty-five years associated with the best in service, style, value and genuine usefulness in writing. Moore's is the only Pen with the pleasing Maniflex Points — the Points adapted to "mani" uses, with a flexibility adapted to the best in penmanship.

¶ The finest craftsmanship evidences itself both in appearance and performance, and characterizes in every detail, every Moore product, at no greater cost than other makes.

¶ No matter what kind of a hand you write, you can select a Moore Maniflex Point adapted to your style and hand, that will give you perfect writing satisfaction.

There is a size, color, style and price to suit every need. In colors—Royal Blue, Tuscan Red, Jade Green and Ebon-Jet Black. All models indestructible and with the famous MANIFLEX Points of 14 karat gold, iridium tipped.

THE MOORE PEN CO.

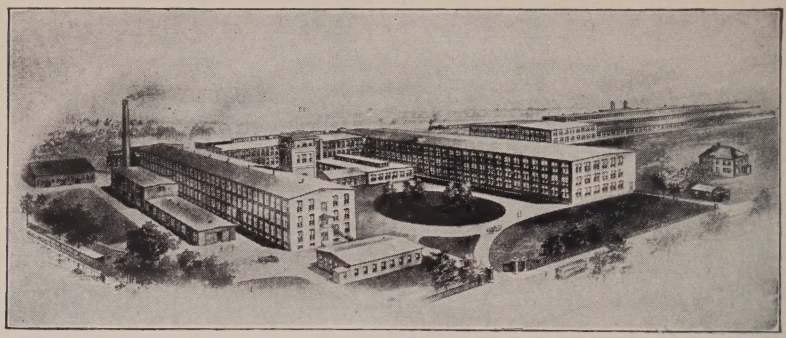
110-114 FEDERAL ST. BOSTON, MASS.

foreword

N OLD CITY with new opportunities. Nearly three centuries' record of continuous growth. Its present unparalleled business activity inspires Metropolitan Boston with confidence in its future. While the newer cities of the West were springing up and expanding, Boston and New England have steadily maintained their industrial and commercial supremacy in those branches in which, for generations, they have been leaders. Today, as in years past, New England may be proud of its busy shops and factories and of the far-reaching activities of its greatest city. Its capital and enterprise have been pioneers in the development of the nation. The purpose of this little book is to demonstrate the strength and continuing growth of Boston and New England.

While it is impossible in all cases to make specific mention of assistance received in assembling the facts contained in the following pages, acknowledgement is hereby given for the hearty cooperation offered by individuals, companies and associations.

The Boston Chamber of Commerce, through its Bureau of Commercial and Industrial Affairs, invites your interest in the business opportunities of this region and offers you its services.



LEESONA
REG'D TRADE MARK

Universal Winding is known the world over

UNIVERSAL WINDING has become almost indispensable to textile manufacture in every country in the world. Now, throughout that industry, "UNIVERSAL" Winding is improving quality, speeding up production and cutting costs.

Manufacturers of yarn, cloth, rope, twine, narrow fabrics and electrical appliances, including both coils and insulating, use "UNIVERSAL" Winding. The well-known Franklin Process of dyeing uses "UNIVERSAL" Winding.

Any business that can benefit by the use of fibre or filament wound in the most compact yet easy-delivering (or winding) form known, can benefit from knowing "UNIVERSAL" Winding.

Any business that ships or sells, or could ship or sell, its product in wound form, can benefit by using "UNIVERSAL" Winding.

UNIVERSAL WINDING COMPANY

BOSTON

Providence.
Chicago.
Utica.
New York.

Canadian Representatives
W. J. Westaway Co. Ltd.
Montreal Que. and Hamilton Ont.

Philadelphia.
Springfield.
Charlotte.
Atlanta

DEPOTS AND OFFICES AT MANCHESTER AND PARIS

Chamber of Commerce Building

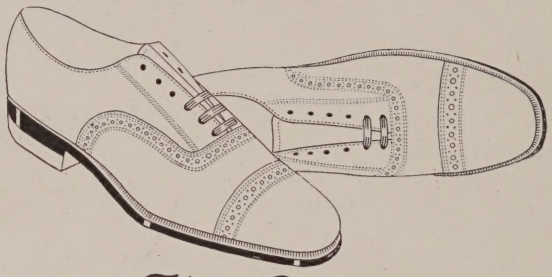
BOSTON CHAMBER OF COMMERCE

The Symbol and the Medium of Community Enterprise

Its splendid fourteen-story building in the heart of the business district is an evidence of achievement and service in community betterment. It is an association of the leading business and professional men united in a program of civic welfare and leadership. Its services are always available for securing information regarding Boston and New England or for promoting the region's prosperity. Its activities are carried on by over a

STETSON SHOES

REAL NEW ENGLAND QUALITY



The SAXON

A Stetson Shoe with the English style toe combined with Yankee snap and fit,— a real New England shoe for New England men.

We also feature wonderful shoes for women — Stetson Snappy Ties— a New England creation.

WE MAKE ALL OUR OWN SHOES

STETSON SHOPS INC

136 BOYLSTON ST

hundred committees and a staff of experts through six bureaus and five coordinated associations organized for special work.

The activities of these bureaus and associations are briefly outlined in the following paragraphs:

BUREAU OF COMMERCIAL AND INDUSTRIAL AFFAIRS: To cooperate with existing establishments to bring about better management methods; to bring to Boston and New England greater volume of trade; to hold the present foreign trade of Boston and prepare for its aggressive extension; and to make better known the potential, commercial and industrial opportunities of Metropolitan Boston.

TRANSPORTATION BUREAU: To watch carefully the ever changing transportation conditions such as the rates, rules and practices of carriers or legislation pertaining thereto, and to take such action as seems most desirable in the public interest.

CIVIC BUREAU: To furnish an agency through which business men in all lines may act collectively in the promotion and protection of their interests upon issues arising in the federal, state and municipal governments.

INFORMATION BUREAU: To furnish information on business inquiries and on governmental, civic, social and miscellaneous subjects related to business; to investigate and report upon advertising and charitable organizations seeking financial aid from the membership.

CONVENTION AND TOURIST BUREAU: To make Boston THE convention city of the northeast; and to increase the tourist business of the city.

BUREAU OF NEW ENGLAND AFFAIRS: To assist in practical ways the commercial organizations in New England; to keep the non-resident membership in touch with the Chamber's activities; and to assist in the solution of some of the common problems affecting New England business.

MARITIME ASSOCIATION: To promote the maritime interests, increase the business and improve the facilities of the port of Boston and, in general, to promote the maritime interests of Boston and New England.

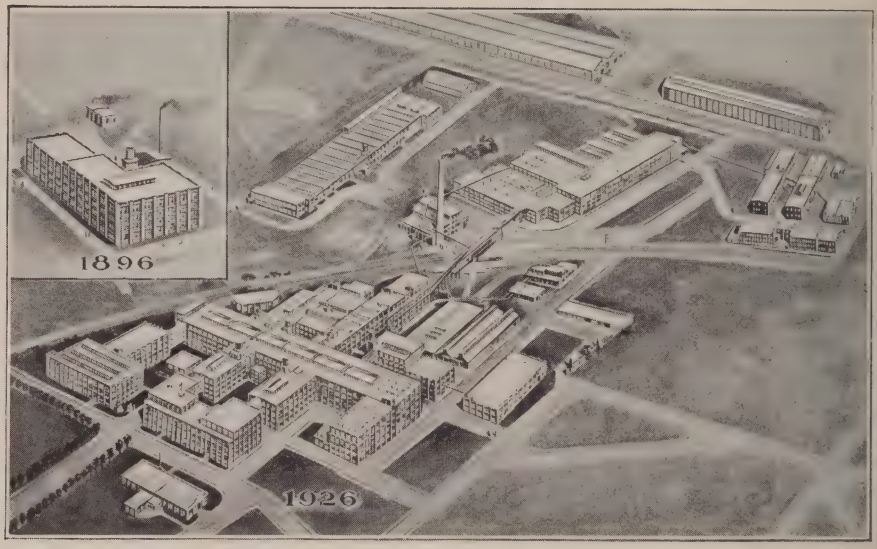
RETAIL TRADE BOARD: To protect and serve the interests of Boston retail merchants.

EXECUTIVES CLUB: To bring together the progressive managers of all kinds of business and industries to discuss mutual problems of management — records, organizations, controls, personnel, production and promotion.

NEW ENGLAND EXPORT CLUB: To discover for its members new markets, better methods of export merchandising, and to promote a greater New England interest in foreign trade.

SALES MANAGERS CLUB: To carry on research work on questions of sales management; to exchange ideas; to build cooperation even in competition and to improve practice in the management of this vital department of business.

BETTER RUBBER PRODUCTS SINCE 1896



THIS is the plant of the Hood Rubber Company at Watertown, Massachusetts U. S. A. The photograph shows clearly the growth of the Company in the last 30 years and may be quickly summarized as follows:

	1896	1926
Number of Buildings	1	38
Acres of Floor Area	1.2	43.6
Number of Employees	225	8,000
Daily Footwear Capacity	3,000	90,000
Daily Tire Capacity	None	4,000

Boston

AN OLD CITY WITH NEW OPPORTUNITIES

The remarkable photograph of Boston, which forms the cover of this book, was taken two miles above the Metropolitan Area. Nothing gives so accurate an idea of the real Boston. To be sure, it does not show the entire Metropolitan District, but the idea is there. That idea is worth millions of dollars to this community.

It emphasizes the fact that as a commercial and industrial centre Boston is a city of 1,808,845 rather than a city of only 779,620. The real Boston extends far beyond the municipal boundaries.

Inner Harbor from the Air

There is no break in the widening circle of stores, warehouses and factories which are thickly spread over the whole area of Metropolitan Boston. The forty towns and cities, whose economic interests are inextricably bound up with the banking and railroad and port facilities of their centre, comprise the real Boston. This Metropolitan District forms a powerful economic unit, the natural centre for the manufacturing and trading interests of New England, one of the richest industrial regions of the world.

The Metropolitan District

Not only is Metropolitan Boston a mighty centre, but it is steadily growing in size and importance. So far from being merely bedrooms of Boston business people, the other municipalities of the Metropolitan Area are so many parts of one great business community.

Boston—headquarters of the most important cotton and wool manufacturing district in the Western Hemisphere.

Fourteen of these municipalities each manufacture annually goods valued at over $10,000,000, and nine more than $20,000,000 each. Below the $10,000,000 line among the smaller communities which are chiefly residential in character, are fourteen, each of which turn out over a million dollars' worth of goods annually, the amount ranging from a little over $1,000,000 to more than $9,500,000. In the three cities of Metropolitan Boston which are next to Municipal Boston in industrial importance the aggregate output of manufacturing establishments amounts to more than $323,000,000 a year.

Growth of Manufactures

The decade between 1915 and 1925 witnessed a practically uninterrupted growth of the manufacturing business of Metropolitan Boston. The latest census shows for the year 1925 an increase in value of manufactured products of $670,000,000 over 1915 and of $745,000,000 over 1910. The total value produced in 1925 amounted to $1,256,000,000.

A Glimpse of Industrial Boston

Taking the total number of wage-earners employed in factories of Metropolitan Boston as an index of their activity during the period 1909–1919, we find evidence of healthy expansion. From a total of 165,000 workers in 1909 the number grew to 172,000 in 1914 and in 1925 to 176,000.

Boston a Manufacturing Leader

In 1925 Metropolitan Boston manufactured boots and shoes, including cut stock and findings, to the value of $113,000,000. In the field of book publication, Boston holds third place for the whole United States. Printing and publishing of all kinds in Metropolitan Boston for the year 1925 amounted to $94,000,000; rubber goods, including rubber boots and shoes, to an annual value of $91,000,000; clothing $53,000,000; electrical machinery, apparatus and supplies $71,000,000. About nine-tenths of the confectionery and ice cream manufactured in Massachusetts is produced in the factories of Metropolitan Boston.

Great Variety of Products

Ranging from copper, tin and sheet iron work, the value of which amounts to $12,428,385 a year, to boots and shoes, including cut stock and findings, valued at $113,233,504 a year, the industrial products of Metropolitan Boston amounting to an annual value of over $11,000,000 each are: gas, knit goods, sugar refining, furniture, patent medicines and druggists' preparations, coffee and spice roasting and grinding, soap, cutlery and tools, leather, bread and other bakery products, foundry and machine shop products, electrical machinery, apparatus and supplies, clothing, confectionery and ice cream, rubber goods, including rubber boots and shoes, printing and publishing, slaughtering and meat packing. Other industries which produce yearly more

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The Port of Boston has 40 miles of berthing space, most of it served by railroad spurs and adjacent warehouses.

than $5,000,000 are: blacking, stains and dressings, boxmaking, canning and preserving, chemicals, cotton goods, dyeing and finishing textiles, food preparations, marble and stone work, musical instruments and materials, paints and varnishes, plumbers' supplies, structural iron work, suspenders, garters and elastic woven goods, tobacco manufactures and wooden goods.

Of the $5,781,679,000 invested in New England manufacturing industries, more than one-half, $2,962,108,527, is in Massachusetts: and almost one-third of the Massachusetts manufacturing capital, a total of $894,048,325, is invested in manufacturing establishments situated in Metropolitan Boston.

Let us take a closer look at a few of the commercial and industrial features of this, the fourth greatest centre in the Western Hemisphere, with its 5000 factories, its 25,000 retail stores, and thousands of other business establishments.

A Boston Shoe Factory

The Shoe and Leather Centre of the World

Here in Metropolitan Boston is the largest and most concentrated shoe manufacturing industry in the world, with an immense co-ordinated tanning industry and a great variety of kindred manufactures.

New England today (principally the states of Massachusetts, Maine and New Hampshire) produces one-third of the footwear made in the 1600 factories of the United States, and worn by the country's 120,000,000 men, women and children. In 1926 New England produced enough shoes for every man, woman and child in the United States to have a pair.

Grouping together its shoe factories of all kinds, its cut stock, findings, machinery, last manufacturing, and the kindred plants, there are in New England more than 1000 establishments producing high-grade products. In addition New England has about 175 plants in which leather of various kinds is manufactured.

New England shoe factories represent a capital investment of more than $200,000,000 — employ over 100,000 skilled wage-earners and the yearly product value is approximately $500,000,000. New England produces over 300,000 pairs of shoes each working day of the year.

Practically all of this great industry centres in the commercial capital of New England, Boston, where upward of 1000 concerns engaged in the allied shoe and leather industries are represented either by factories, warehouses or offices. Many shoe establishments located outside of New England have agencies or branches here.

Boston is also a great import and export centre for the shoe and leather industries. A single shipment of Argentine hides recently unloaded in Boston was estimated to furnish sole leather for 1,000,000 pairs of shoes.

The Headquarters of Cotton Manufacturing

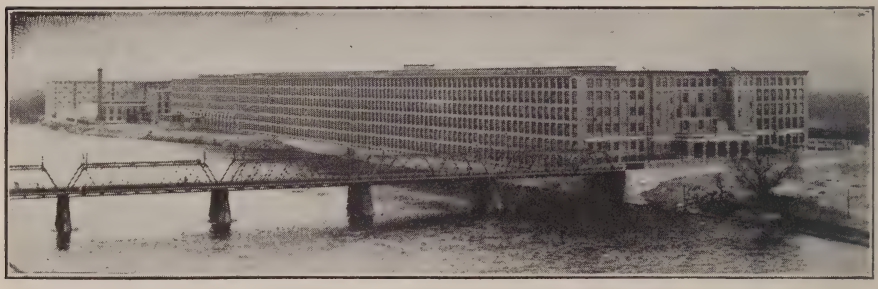
Boston is the centre of the most important cotton manufacturing district in the United States. Located here are the executive offices of many of the great cotton mills of New England, the national organization of cotton manufacturers and, of course, a large number of cotton brokerage houses and warehouses. It is, moreover, the greatest American port of entry for Egyptian cotton.

The health of residents in Metropolitan Boston is protected by more than 115 hospitals, efficient health departments, and world-renowned specialists.

Nearly one-third of the cotton spindles in the United States are in Massachusetts and nearly one-half are in New England. The value of Massachusetts cotton manufactures in the last census year was $346,000,000. This sum would have more than paid for all the buildings erected during the same year in New York, Philadelphia and Detroit. More than $91,000,000 in wages were paid to Massachusetts cotton mill workers in 1925.

The Greatest Wool Market of the United States

From the beginning of manufacturing in the United States, Boston has held unquestioned position as the first wool market in the country. The wool importers and distributors feed more than 200 manufacturing establishments in Massachusetts alone. Their annual product was valued by the last census at more than $309,000,000. Massachusetts mills turn out about a third of the wool goods of the country and New England more than half.



A New England Woolen Mill

Boston receives more than half the raw wool imported by the United States each year. If the receipts of foreign and domestic wool are both taken into consideration the average annual receipts at Boston for a ten-year period exceed 412,000,000 pounds — more than the total wool clip of the United States and about one-seventh the total wool production of the world. Enough wool passes through this city each year to make an all-wool suit for every man, woman and child in the United States. Boston is capable of storing in one wool warehouse — the largest in the world — more than 100,000,000 pounds of wool. Long and favorable experience of Boston bankers with the wool business has developed credit relations not approached in any other city in the country.

Leadership in Printing, Publishing and Paper Manufacturing

Metropolitan Boston is one of the well recognized centres for printing and publishing. The output of these and the allied industries of bookbinding, photo engraving and lithographing amounts to $93,000,000 a year. While in quantity of publications Metropolitan Boston does not hold the first place, in quality it easily maintains the position established in the years when its publishing houses brought out the works of practically every important American author. Since 1639, when Stephen Daye established at Cambridge the first printing press in America, this region has an uninterrupted record for excellence in printing.

Two of the largest general publishing houses in the United States and five of the ten largest school book publishing houses are located in Boston. The publications of these companies are distinguished by their regard for standards and technicalities, by well arranged type, high quality of illustrations, suitability of paper and excellence of binding. Probably more high-class printing is done in the establishments of Metropolitan Boston than in any other district of the United States.

An unsurpassed public library in Boston is the centre of an exceptional group of municipal, university and special libraries which contain some of the largest and most valuable collections of books in the world.

In addition to printing and publishing, a great number of allied industries such as lithographing, engraving and electrotyping, are flourishing in the Metropolitan District. In close cooperation with about a score of photo-engraving firms are working numerous studios for supplying book illustrations, book cover designs, mechanical illustrations and catalogue and commercial designing. Among the lithographic houses is one very well-known company which does a national business in color work and sales literature for business houses.

About a hundred daily and weekly newspapers appear in Metropolitan Boston. In the downtown district are published five evening and four morning papers, one of which claims the largest daily circulation in the country. In addition, strong financial and foreign language daily newspapers are printed in Municipal Boston. Other parts of the Metropolitan District add to the number of important journals. In the magazine field various general periodicals and trade publications are issued.

A Bit of Down Town Boston

Closely related to the printing and publishing of Boston is the great paper making industry of Massachusetts which has an annual production of more than $90,000,000. Located in Boston are the main offices of many leading paper manufacturers, whose fine writing papers, coated and uncoated book papers and cardboard are nationally known. A unique industry is the manufacture of all paper for governmental bank notes, at Dalton, Mass. Paper and pulp produced in all New England amounts to about $265,000,000 annually.

Fisheries First in Western Hemisphere

New England produces annually one-half billion pounds of fresh fish which return to the fishermen some $20,000,000. Over 25,000 persons and 800 vessels are directly engaged in this industry. It represents an investment of $30,000,000.

The nation, as a whole, produces about two and three-quarter billion pounds of fish annually, valued at approximately $90,000,000. To put it another way, New England produces about 20 per cent in pounds and over 20 per cent in value of the entire American production.

Boston is the most up-to-date fish port in the world and in production is exceeded only by Grimsby, England. It has one of the largest fish piers in the world, built at a cost of $3,000,000, 1200 feet in length, 300 feet in breadth, 537,000 square feet in area, having capacity for the simultaneous discharge of 80 vessels. On and adjacent to it is the largest fish freezing and cold storage plant in the world, with a capacity of 15,000,000 pounds, ice-making capacity of 230 tons daily and ice storage for 10,000 tons.

Boston distributes more than 150,000,000 pounds of fish annually — the new Boston Fish Pier alone has handled over 2,000,000 pounds a day. This great business of turning into wealth

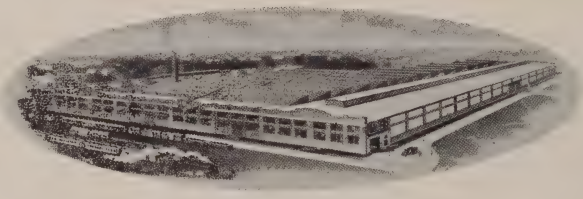
---

The down-town business district of Boston is protected against fire hazards by a high pressure water system, with a capacity of 24,000 gallons per minute at a maximum pressure of 300 pounds.

Arthur C. Harvey Co.

Harvey Steel Road and Everett Street

ALLSTON DISTRICT 34 BOSTON, MASS.



Largest Warehouse Stock in the East

Nearly 6 acres under one roof

BARS PLATES BOILER TUBES
SHEETS STRUCTURALS RIVETS
SHEET AND ROLL COPPER
SHAFTING NORWAY IRON

SUMET BEARING METAL

Wherever bronze, brass or babbitt metal, either separately or in combination, are applicable to bearing service — Sumet bearing metals insure greater efficiency, longer life and a substantial saving

CORED AND SOLID BARS

Telephone BRIghton 5000

Branch Exchange Connecting All Departments

IRON STEEL METALS

the resources of the sea is an almost unappreciated asset. Furthermore, though a particularly perishable line, involving rapid turn-over, it is almost depression proof. This is evidenced by the fact that there was not one failure on the Boston Fish Pier during the trying times just behind us.

Probably in no branch of the food business are there greater opportunities. The American market is comparatively undeveloped. As a nation our present diet is made up of about 3 per cent fish, 17 per cent of meats and poultry and 80 per cent of other food. In this comparison alone, the opportunities stand out prominently, but when we compare the per capita consumption with other countries, the undeveloped opportunities are most conspicuous. The United States consumes about sixteen pounds per capita as compared with Japan 200 pounds, United Kingdom 65 pounds, Sweden 52 pounds, Norway 44 pounds and Canada 30 pounds.

The local fish business will be favorably heard from in the future. It is worthy of note in passing that the course in fisheries at the Massachusetts Institute of Technology now offers opportunity for scientific approach to many of the problems of this growing industry.

Boston Fish Pier

Excelled By Few in Rubber Manufactures

Boston is one of the three great rubber manufacturing centres of America. It was at Woburn that vulcanization was invented and upon this process practically the entire rubber industry has been built. Approximately forty rubber goods manufacturing companies are located in the Boston district. Collectively they make a thoroughly complete line of rubber products, notable among them, tires, rubber footwear, rain clothing, druggists' sundries, hose, belting, packing, rubberized automobile fabrics, and insulated wire and rubber threads.

In the Boston district, 40 per cent of the rubber shoes and approximately 10 per cent of all the rubber products of the United States are manufactured. Nearly 15,000 wage-earners and salaried employees are employed in this industry.

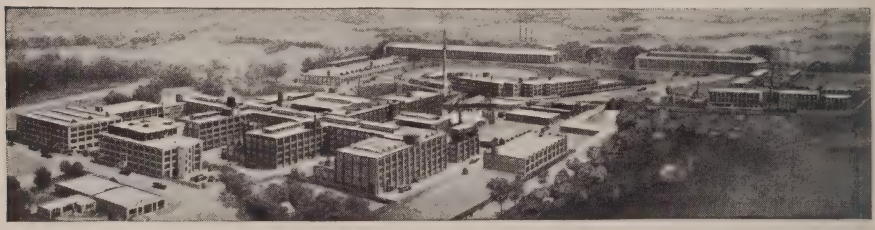
Though tire making has chiefly developed nearer the automobile manufacturing district, Boston has from the beginning of the rubber industry in America been a leader in practically every line. Quality as well as volume has been conspicuously high. It was natural, therefore, that in 1910 the "New England Rubber Club" should be organized in Boston. This has since developed into the "Rubber Association of America."

Confectionery

High quality confectionery is among the outstanding products of Metropolitan Boston. Within the municipal limits of the city are more than sixty candy factories, a stone's throw across the river in Cambridge are about twenty-five more and within the whole Metropolitan

New England's shoe factories represent a capital investment of more than $200,000,000.

District almost a hundred establishments are catering to the demands of the American sweet tooth. With the ice cream establishments included, this number is increased by a third. It is, in fact, Boston's seventh greatest industry. More than $46,000,000 worth of confectionery and nearly $6,000,000 worth of ice cream are placed on the market every year from these establishments, which furnish employment to nearly 8,000 wage-earners, a large proportion of whom are women. Many of these candy factories with their modern and sanitary equipment and their attractive rest rooms for employees are among the show places of Boston.



A New England Rubber Goods Plant

Coffee Roasting and Distributing

The sturdy, conscientious New England craftsman or merchant of a century ago placed quality first because he was proud of his trade. Today this same reliance on quality strongly characterizes the products of New England. Here merchants and manufacturers have inherited from generation to generation that early pride of the man in his work. Years of unbroken success, based on quality, have proved that this policy is good business.

New England distributes her goods to every corner of the world. Wherever goods are sold, the quality of New England products is recognized and respected. There is no better example of this well-founded New England reputation than the coffee industry, as represented by the coffee roasters and distributors of Boston. For years Boston coffee merchants have used a much larger percentage of the finest coffee grown than any other coffee roasting centre. These Boston houses have, moreover, used far more than the average care and skill in roasting and blending, in order to insure high quality. Boston is today unquestionably the leading centre for high-grade coffee.

Among the green coffee importers of New York, where much of the country's importations are received, it is said that the strongest argument in selling any particular lot is the statement that "it has been bid on in Boston."

Boston is so situated that it can import coffee on as low a freight rate as any other port in the United States. Many Boston roasters receive shipments of high-grade coffee direct from the producing countries and these importations are steadily increasing.

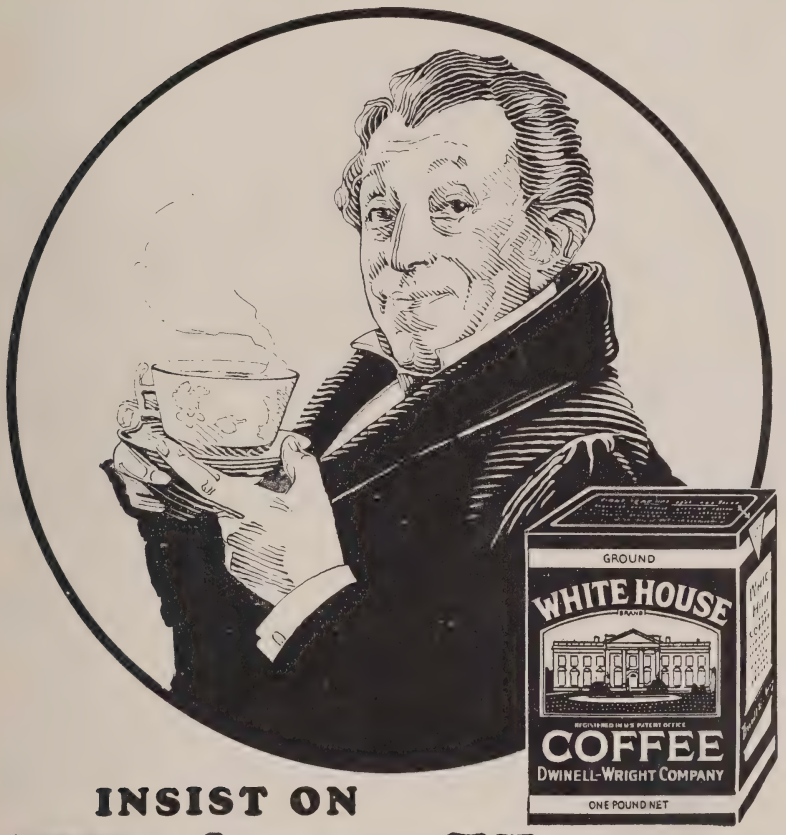
Modern Bakeries and High-Class Products

Metropolitan Boston has 561 bakeries, employing over 5000 people. Twelve of these employ about 1500 and produce approximately 1,500,000 loaves of bread daily. The total value of bakery products amounts to about $38,500,000 annually.

The Birthplace of the Copper Industry

Boston is the birthplace of the copper industry in America. It is said that in 1648 a copper deposit was found in Massachusetts and Governor Endicott brought smelters and refiners from England to found a new industry. It was Boston's capital that developed many of the mines, the names of which have become familiar and which have played an important part in our country's development.

The historic associations of Boston are a patriotic inspiration to your children.



INSIST ON

White House COFFEE

The Flavor is Roasted In!

DWINELL-WRIGHT COMPANY

Boston · *Chicago* · *Portsmouth, Va.*

The excellent market for copper and allied goods and the skill of local workmen have induced many establishments in Boston to specialize in the manufacture of innumerable articles made from these metals. It is interesting to learn that the beautiful gold dome of our State House is sheet copper covered with gold leaf in 1831. The metal remains in perfect condition today after 90 years of service.

Furniture Specialties

Furniture manufactures in Metropolitan Boston include office furniture, folding and portable chairs, reed and rattan furniture, carriages and go-carts, school furniture, toy vehicles, railway car seats, cocoa mats and matting and other reed and rattan products.

Entrance to Fenway—Court of Public Library—State Street

Boston is the home of one of the greatest reed and rattan furniture manufacturing companies in the country. Its nine plants turn out a large part of the total American production of these specialties. The factories at Wakefield, Erving and Gardner, Mass., produce each year millions of dollars' worth of goods.

Pianos and Organs

For many years Massachusetts has held third place in the United States for the manufacture of pianos and organs. The value of these instruments and the materials used in their production each year amounts to more than $10,000,000. Several makers of national reputation are located in Metropolitan Boston.

Slaughtering and Meat Packing

Although Metropolitan Boston is not one of the great meat-packing centres of the country the annual product of the slaughtering and meat-packing industry amounts to nearly $50,000,000. Hence the densely populated regions in this locality are by no means wholly dependent upon the distant western sources of supply for their meat products. The great establishments in Somerville and Cambridge, employing several thousand workers, have a successful history of more than seventy years. In addition, Boston is the most important New England distribution point for western shipments. Several collateral industries of considerable importance have been built up in the Metropolitan area.

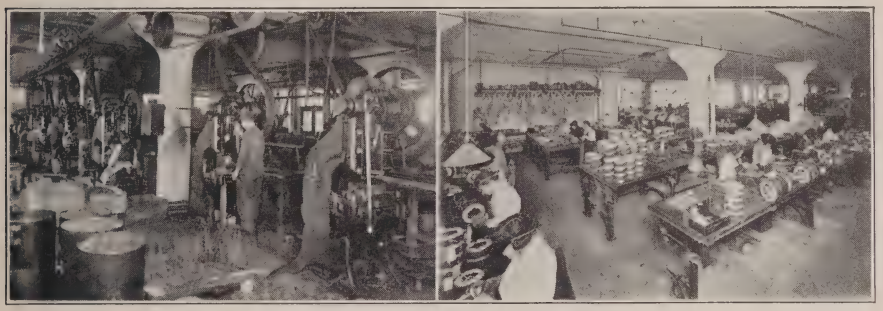
Soap and Medical Supplies

Situated in the Metropolitan District is a factory of one of the world-famous soap makers. This and the other 16 soap establishments of the region produce an annual output valued at approximately $20,000,000. The manufacture of patent medicines and drugs amounts to more than $16,000,000; and the plant of a company with branches all over the country is located here.

Boston bank clearings average over $2,000,000,000 monthly.

Electrical Machinery

With one of the largest electrical manufacturing plants in the world, and numerous other establishments, Metropolitan Boston is easily a leader in the production of electrical apparatus. In the ten years between 1909 and 1919 the number of workers employed by this industry in Massachusetts increased more than a third and the value of goods produced more than tripled. The value of electrical manufactures in Metropolitan Boston amounted to $71,302,683 at the last Massachusetts census, almost half the total for the whole state in the same year.



Interior of Electrical Manufacturing Plant

Boston as a Wholesale Mart

Massachusetts contains more cities in excess of either 100,000 or 25,000 than any other state in the Union, though only three states are smaller in area. Many other thriving cities of the same class lie just outside the boundaries of the old Bay State, in Maine, New Hampshire and Rhode Island. For all this territory, Boston as the dominant city serves as the wholesale distributing centre. The trading area for Boston includes all of Maine, New Hampshire, Vermont, Massachusetts, Rhode Island and approximately half of Connecticut. New England, in short, looks largely to Boston for its supplies of dry-goods, hardware, electrical supplies, automobiles, furniture, pianos, building materials and groceries and provisions. Few territories for wholesale purposes are so rich, near at hand, and easily covered. Owing to the fact that New England lies by itself, east of the Hudson River, the market is one in which Boston wholesale houses have a most strategic position.

Boston an Automobile Distribution Centre

Boston is the New England distribution centre for a large number of makes of cars. The manufacture and sale of automobile accessories has of course assumed a proportionate importance in this region. There are more than 300 automobile dealers in Metropolitan Boston whose business is a large and growing factor in New England wholesale and retail distribution.

A Pioneer in Light and Power Development

Boston was one of the first cities in the world to make extensive use of electricity for motor power. In 1886 the first station was established in Boston. The following year the Edison Company was supplying current for 92 motors with an aggregate of 300 HP. In South Boston today, an area of more than 24 acres is required for a generating station, coal storage and equipment. An average of approximately 1000 tons of coal a day are consumed under the boilers of this plant. The Edgar Station at Weymouth is the most efficient plant of its kind in the country. There are at present two 30,000 kilowatt units and one 63,000 kilowatt unit. Plans for the further expansion of the plant to meet the needs of a rapidly growing community are now in process.

Boston receives more than half the raw wool imported in the United States each year.

The company maintains a competent engineering and commercial staff, whose services are available to prospective customers for the purpose of making reports on power or lighting installations and the probable cost of supply.

From the streams of New England it is theoretically possible to develop for 3000 hours of every year approximately 15,000,000 HP., the equivalent of 50,000,000 tons of coal annually. While at the present time it may not be practical or economical to utilize more than a relatively small percentage of this theoretical energy, it is feasible to produce in New England as a whole from 1,000,000 to 1,500,000 HP. of this energy.

In adjacent territory it is estimated that various streams are now wasting 6,000,000 HP. which might be available for New England manufacturers. At present the hydro-electric plants of New England are saving each year 3,000,000 tons of coal. The additional unutilized energy

Iron Works on Mystic River, Everett

within reasonable transmission distance is estimated to be sufficient to run the manufactures, railroad and other public service utilities of the six states east of the Hudson. As this power is needed it will be available.

The Boston Consolidated Gas Company annually distributes over 9,300,000,000 cubic feet of gas through its 976 miles of street mains. A heating scale price applies to quantity consumers which is low enough to be attractive. The standard of gas quality established by the Commonwealth of Massachusetts provides that each cubic foot of gas shall contain 528 BTU'S, but the product of the local company is said to be frequently well above this minimum. The manufacturer who locates in Boston is, therefore, assured of a low-priced fuel of unvarying quality and plentiful quantity.

The Metal Trades

New England has always been noted for the high quality of its metal products. It is natural that those manufactured in this district are chiefly small articles requiring a high degree of skill and workmanship. In the Metropolitan District 212 foundries and machine shops turn out an annual product amounting to more than $40,500,000. Tools and cutlery from 28 factories add $30,000,000 more to the annual output of metal products. In Boston is located the largest safety razor manufacturing plant in the world. Ten million razors and over half a billion blades are produced annually and distributed to every country throughout the world. An important

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Boston, the commercial metropolis of New England, is the largest centre and market of the allied shoe and leather industries in the world.

The last word in shaving efficiency

The New Improved

Gillette SAFETY RAZOR

TRADE Gillette MARK

Patented January 13, 1920

For genuine, satisfying, comfortable shaves.
The finest shaving instrument ever produced.
Uses the well-known standard Gillette Blades.

AT YOUR DEALER'S

MADE IN U. S. A. — TRADE Gillette MARK — KNOWN THE WORLD OVER

GILLETTE SAFETY RAZOR COMPANY

BOSTON

new industrial development is the $5,000,000 iron works recently installed in Everett. The plant occupies half a mile on the Mystic River, with facilities for ocean steamers which bring in fuel and ore. These include a trestle and bulkhead over 2000 feet long and a concrete ore dock 300 feet long. The product of the plant is pig iron.

The Boston Clothing Market

Boston is one of the six great clothing markets of the United States. The latest census reports 8,550 wage-earners employed in all branches of this industry in Metropolitan Boston. The output of men's and women's clothing amounts annually to over $50,000,000.

A Power House — Union Freight Railroad and Elevated

Electric Railways

There are four electric railway systems in the Metropolitan Area. Of these, the Boston Elevated Railway System is by far the largest. It comprises surface, elevated and subway lines, which serve a population of 1,250,000. The 496 miles of track traversing this area comprise 48 miles for rapid transit cars, including elevated and subway lines, 45 miles of surface track in reservations and 13 miles of track in subways, tunnels and viaduct for surface cars. This physical arrangement of tracks and the speed maintained enables the inhabitants of the farthest outlying towns to reach the business portion of the city within 40 minutes. Last year there were 371,218,401 passengers carried.

Subways and tunnels connect Cambridge, South Boston, East Boston, Dorchester and Back Bay area with the heart of the city. Elevated lines run from Forest Hills to Everett and to East Cambridge. In addition, there is the well-known Atlantic Avenue Elevated line connecting the North and South Stations and serving many of the steamship wharves. The Boston Elevated System represents an expenditure of approximately $159,000,000 by the state, city and company.

Of more than 2000 revenue passenger cars, 155 steel Cambridge subway cars (about the size of Pullman cars), 373 steel and semi-steel elevated cars and 1493 semi-steel motor and trailer cars represent the latest advance in car design. The company also operates 235 motor buses.

The feature of the transportation system is the possibility of transferring from surface cars and buses to rapid transit lines and from rapid transit lines to surface cars and buses at all transfer stations; and the general adoption of bodily transfer points on the system so as to do away with the necessity of procuring a transfer ticket. Cars or buses may be chartered for all occasions.

Districts not covered by the Boston Elevated System are served by the Eastern Massachusetts Street Railway System, the Boston and Worcester, and the Middlesex and Boston Street Railways. Taking Metropolitan Boston as a whole there is no section which is not efficiently served by one or more of the transportation systems which connect it with the business centre.

10,627 acres of public parks make the residential districts of Metropolitan Boston the most attractive in America.

Boston Rail Transportation Service

Fast freight service to all centres of this country and Canada is assured by the network of railway lines consolidated into three great systems having extensive terminals here in Boston. Many gateways connecting New England's railroads with the railway systems of the West and South offer a competitive condition which guarantees prompt service to all points.

Boston is the distributing centre of New England, and is the natural radial point for the railroads of this section of the country. New England is a densely populated industrial region and, from Boston, millions of people can be reached with a very short haul. Moreover the people in this area have a high purchasing power.

South Station and Dewey Square

Shipments to Chicago, St. Louis, and other western points can be made by way of any of Boston's three railroad systems. Freight can also be sent to the far West via the Canadian Pacific. On western freight the same rates apply to Boston as to New York for east and west bound import and export traffic. The rate is the same also on west bound domestic freight and east bound is within 7 cents per hundred of the New York rate, on first-class, grading down with the lower classes.

Taking up the railroad systems separately, the Boston & Maine terminal at Boston is served by a large number of routes on shipments to or from the West. This has been found of great advantage in the prevention of freight congestion. Freight can be shipped directly from this terminal to or via the Canadian National Railways and the Canadian Pacific system.

The Boston and Maine system also provides excellent freight service in the northern New England territory. All terminals in Boston can be reached by a switching service from this system.

The Boston & Albany Railroad furnishes direct, fast freight service from Boston, East Boston, Chelsea and East Cambridge to western points. All freight loaded before 5.00 P.M. goes forward on that day on the through fast freights. At Boston through cars to all the principal western cities are loaded, and these cars arrive at Chicago on the fourth day and at St. Louis on the fifth day.

Boston is the leading American center for high-grade coffees.

The Boston & Albany has two large yards. One in the heart of the Boston business district has four freight houses and a delivery yard holding 300 cars. In the other is located the recently completed automobile freight house and unloading platform which can accommodate 28 freight cars at one time. A branch of the Boston & Albany Railroad extends through many of the most important industrial outlying communities of Boston for a distance of about nine miles, and serves a large number of industries, of which more than 200 have side-track facilities.

The Boston Freight Terminal of the New York, New Haven & Hartford Railroad system is the hub of many important and dependable routes for traffic to and from the South and West and local to New England. A high-class over-night service is operated for deliveries on traffic

Down Town Boston and the Harbor

to and from New York City, Long Island, Brooklyn, and the principal cities in southeastern Massachusetts, Rhode Island and Connecticut, and in addition, to New York City, points on the Atlantic Seaboard, South and West, reached in connection with the Fall River line, which handles freight for the coastwise lines, including intercoastal lines operating through Panama Canal to the Pacific Coast.

Owing to the Hell Gate Bridge route fast direct trains operate through New York to the West and South, and they connect with the Pennsylvania Railroad serving the vast and important territory over which that system operates. Also connection is made with western lines through Cincinnati, Chicago, Peoria, and St. Louis gateways, and to the inland territory of the South, which can best be reached by through freight service.

This system also connects with the Canadian Pacific and the railroads operating in the Great Lakes territory.

The New York, New Haven and Hartford Railroad and the Boston and Maine Railroad have each recently added to their terminals elaborate modern fruit and vegetable houses for auctioning and distribution of these commodities to the consumers of this section. The houses are considered to be the latest word in equipment devoted to this character of business and assure proper handling of any shipments of fruit and vegetables into New England.

Boston — the center of the summer tourist and winter sports resorts of New England, "the playground of America."

The Port of Boston

Boston, with the finest natural harbor on the Atlantic Coast, equipped with modern piers, docks and warehouses, stands well to the fore among the ports of the world. It is practically land locked and from the open sea to the inner harbor the distance is only 6½ miles. As a shipping point to commercial centres, Boston has a marked advantage over other American seaports. It lies 200 miles nearer Europe than New York, 1204 miles nearer Panama and the west coast of South America than San Francisco, and 117 miles nearer Rio de Janeiro and Buenos Aires than Baltimore. As compared with any other Atlantic seaport from 150 to 500 miles is saved in the voyage from Boston to Copenhagen, Hamburg, Amsterdam, Antwerp, Cherbourg, Havre, Liverpool, London, Gibraltar, Naples, or Constantinople. Passengers from and to the interior may save a day or more by embarking or debarking at Boston.

The State Capitol

Size of Port

A harbor area of 30,000 acres and 141 miles of linear waterfront, make Boston capable of handling a growth of commerce to, at least, three times the present amount. There is practically no limit to the size of vessels which can be accommodated. The main ship channel has a low water depth of 35 feet and part is now being dredged to 40 feet. Of the total 40 miles of berthing space, eight miles front on a depth of 30 feet or more at mean low water.

Docks and Piers

The construction of Commonwealth Pier by the State, at a cost of $4,500,000 just before the war, gave to Boston what has been classed as the finest passenger and freight pier in the world. Twelve hundred feet long and 400 feet wide, it provides berthing space for five 600-foot ocean-going vessels at once. Three large two-story warehouses of steel and concrete contain 900,000 square feet of floor space. The pier is connected with the railroads by six tracks, two of which run alongside the ships at their berths.

Well over a mile of berthing space, capable of accommodating nine or ten large ocean-going steamers, is available at the United States Army Supply Base in South Boston. Built during the war, this Army Base, the second in size in the country, has been largely turned over to commercial uses. The main storehouse is an eight-story building, 1638 feet long and 126 feet wide, with a total floor area of nearly 40 acres. Three supplementary buildings — one 1638 by 100 feet, of two stories, and two 294 by 100 feet, each, three stories high, provide an additional floor area of about 900,000 square feet. The modern equipment of this pier makes possible exceptional rapidity in handling of shipments.

Other extensive pier and dock facilities are provided by the railroad terminals in East Boston. The Boston and Maine Railroad property includes the Hoosac Tunnel Terminal with five large piers, freight sheds and a grain elevator, and the Mystic Wharves, comprising seven wharves with freight sheds, coal pockets and a grain elevator. The Grand Junction Wharves, owned by

Boston — 30,000 acres of magnificent harbor, 40 miles of berthing space, accommodates the largest ships afloat.

Bethlehem Shipbuilding Corporation, Ltd.

Fore River Plant, Quincy, Mass.

Simpson Dry Dock Plant, East Boston, Mass.

Complete Ship Construction and Repair Facilities

The many years' experience of the Fore River and Simpson Dry Dock Plants backed by the extensive facilities of the Bethlehem organization are a guarantee of 100 per cent service.

OTHER BETHLEHEM PLANTS

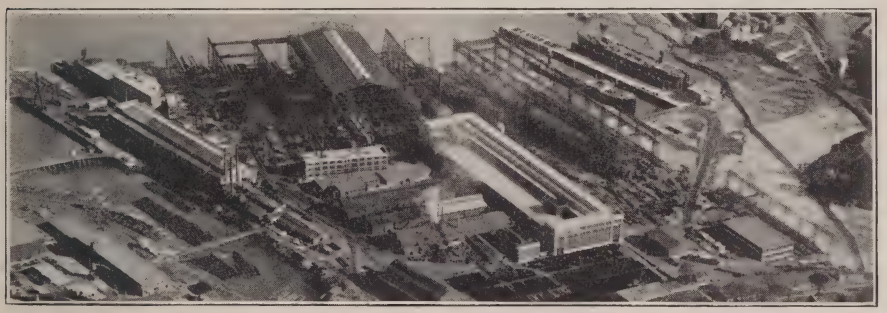
Sparrow's Point, Sparrow's Point, Baltimore, Md.
Baltimore Dry Docks, Baltimore, Md.
Union, San Francisco, Cal.
San Pedro, Los Angeles, Cal.

Bethlehem Shipbuilding Corporation, Ltd.

Main Office: Bethlehem, Pa. General Sales Offices: New York City
Boston Sales Office: 100 Milk Street

the Boston & Albany Railroad, comprise six piers with warehouses and a large grain elevator. A pier constructed by the state is also situated in East Boston. The New York, New Haven & Hartford Railroad has ample wharf facilities in South Boston. Of the numerous piers owned by coastwise shipping companies, coal companies and private pier and warehouse companies, the majority have direct connections with the railroads entering the city.

The great government dry-dock at South Boston puts the Port of Boston among the leaders in repair facilities. This dock is one of the largest in the world, and the only one in the Western Hemisphere capable of accommodating the S.S. Leviathan and S.S. Majestic, the world's largest steamers. The government plans to construct two wet docks nearby and to install a thoroughly modern repair plant.



A Ship Building Plant in Quincy

Boston is served by freight and passenger lines to the principal seaports of Europe and by regular freight lines to and from the Far East, South America and Australia. It is also the terminus for an extensive coastwise trade which helps to feed the foreign shipments. The home office of the largest fruit company in the world and one of the most important factors in our coastwise trade is located in Boston. Boston's foreign trade is surpassed only by New York, New Orleans, Philadelphia and Baltimore. In imports alone and in volume of overseas passengers, it surpasses all American ports except New York.

The port's interests are protected and fostered by an active and alert Maritime Association, which functions as a part of the Boston Chamber of Commerce.

Ship Building and Ship Repairs

Boston, always an important port and a shipbuilding center in colonial days, still maintains within the confines of the harbor proper, a number of modern ship repair plants.

These plants, of utmost value to any large shipping center, are equipped with floating dry docks varying from 8,000 to 10,000-ton capacity, graving docks, railways and well-fitted shops.

Metropolitan Boston has one of the largest, best equipped, and best-known shipbuilding plants in this country located in the Quincy section of the district, a plant with capacity to construct the largest of merchant and naval vessels, and giving practically constant employment to thousands of men.

This district is also fortunate in having on its shores a number of the better class of small yards, occupied mostly in yacht and small craft construction, some of which have national reputation.

The Boston Air Port

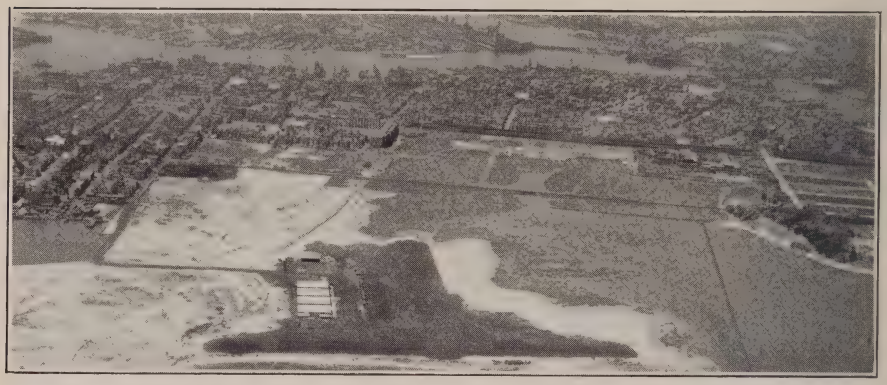
The airplane landing field established in 1922 is steadily becoming the center of New England aerial activity. Through the Boston Airport, this city is qualified to become a terminal for Trans-Continental and Trans-Atlantic air lines. The operation of air mail and passenger routes has already been undertaken, and with their success many more lines should be opened in the near future.

Boston has the largest dry dock and the second largest army base in the United States.

The field is nearer to the heart of the business section than is the case in any other large city in the United States and yet is so located that there is ample room for expansion. Sponsored by the Boston Chamber of Commerce, the new landing field has been constructed with funds raised from State and City appropriations and private subscriptions collected by the Chamber.

The field, leased to the Federal Government for operation and control, is open to commercial and other civilian pilots under the same regulations as those applying to military and air mail pilots. Building sites may be leased from the Commonwealth. Massachusetts has passed one of the most comprehensive laws in force in the country for the registration and licensing of planes and pilots and for protecting life and property and for encouraging a sane development of aviation in the Commonwealth.

The location of the Boston airport is shown on the cover of this book in the white space in left of the letter "B" in the word "Boston."



The Boston Airport

Near The Top in Banking Facilities

New England has 11 per cent of the total bank deposits in national and state banks and trust companies. Her bank clearings represent 13 per cent of the clearings of the entire country outside of New York City. Among the states in the Union, Massachusetts ranks third in deposits in state and national banks, and fourth in capital. In clearings Boston ranks fourth, being exceeded only by New York, Chicago and Philadelphia. Boston bank clearings run over $2 000,000,000 monthly. Individual savings bank deposits in Massachusetts are equal in number to 67 per cent of the population. The average savings per person in Massachusetts are $518; in the whole United States $204. There are in Metropolitan Boston, according to the latest available figures, 34 national banks, 47 trust companies, 64 savings banks, 105 cooperative banks, 50 credit unions, 1 state and 1 foreign bank. The Federal Reserve Bank of Boston is headquarters for the First Federal Reserve District of the United States.

The Country's Largest Postal District

The Boston Postal District covers the largest area of any district in the United States. The Post Office employs approximately 4500 persons and maintains 72 stations. Over 1,300,000,000 pieces of mail are handled annually.

Boston's Greatest Asset

Boston and New England are justly proud of their heritage — enterprise, skill and honest dealing. Upon these the present leadership has been built and upon these future industrial supremacy will be maintained. They are at once an inspiration and a source of strength. Here is one explanation of New England's chief industrial characteristics, namely, great variety, immense volume of production, and high quality. In the face of competition New England

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Boston's foreign trade places it among the first five ports in the United States.

can count much on quality production. It needs only to utilize the skill which its workmen have had handed down to them. Well established plants are here. The means for economic production are more and more being studied. Manufacturers are co-operating with each other as never before, learning good methods and avoiding demonstrated follies. They are finding out how best to keep costs down, volume up and how best to utilize the skill of their craftsmen, to the mutual advantage of management and workers.

Boston the Best Labor Market

To the manufacturer one of the great attractions of Metropolitan Boston is its unfailing reservoir of skilled labor. Several factors have contributed to make Boston pre-eminent in this respect. From the beginning of manufacturing in this country, New England has been the

Charles River Waterfront

leader. Its long tradition of skill tends to preserve high standards of craftsmanship. The modern supplement to this is supplied by the innumerable opportunities for industrial education both in the public schools and in a great variety of private technical schools and colleges in the neighborhood of Boston. Another influence is the wide diversity of the manufactures in this locality which make it possible for workers to obtain practical experience in various lines of work.

Of the total population of Metropolitan Boston about one-tenth are wage-earners in the manufacturing industries. The network of steam and electric lines throughout the Metropolitan District — more mileage within fifty miles of Boston than for any similar area in the Western Hemisphere — makes these workers available in any part of the whole region. Instead of being massed together within the limits of Municipal Boston, many of them are home owners and substantial citizens in outlying towns of Metropolitan Boston. This in large part accounts for the very superior character of Boston labor, which is intelligent and conservative to a degree hardly found in any other city of the United States.

Abundant Industrial Sites

Metropolitan Boston has an abundance of conveniently situated industrial sites for incoming manufacturers, located within half an hour or less of the centre of the city. They possess all the advantages of locations in less developed regions, with the added attractions of abundant supply of skilled labor, a highly developed transportation system and the support and assistance of a progressive and public spirited group of manufacturers. Reference to only a few of the many tracts of land available for industrial development will once for all explode the outworn illusion that Boston no longer has reasonably priced and favorably located sites for new enterprises.

The Bureau of Commercial and Industrial Affairs of the Boston Chamber of Commerce has recorded in its files a large number of tracts of industrial land ranging in size from a few hundred

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Boston fire, police and other protective departments are maintained at the top notch of efficiency.

feet to a thousand acres or more. Large areas in East Boston, South Boston and Dorchester have the same modern improvements as the centre of the city, adequate railroad facilities and direct access to deep water. Electric car connections, as well as adjacent residence districts, provide plenty of labor.

The possibilities for obtaining excellent industrial sites are far from exhausted after enumerating locations within the city's limits. The real Boston of commerce and industry extends far beyond these arbitrary bounds. Boston freight rates are prevalent practically all through

Looking over Longfellow Bridge to Boston

the metropolitan area, and many very desirable pieces of land may be acquired in the immediate vicinity of Boston, where employees are attracted by good housing conditions in the neighborhood of the plant.

Large tracts in Cambridge, near the electric car lines, with railroad shipping facilities and all city improvements are well worth consideration. Some of these locations offer exceptional advertising facilities by their nearness to much traversed automobile roads. In Arlington, Brighton, Revere, Chelsea, Medford, Everett and other cities of Metropolitan Boston are hundreds of acres of industrial land, much of it abutting both railroad and waterfront. Prices vary from $2.00 or more per foot to as low as five cents a foot for some attractive locations.

There is no lack of chance to secure land well adapted to whatever industry may seek to establish itself in this locality. The Bureau of Commercial and Industrial Affairs of the Boston Chamber of Commerce is making every effort to co-operate with real estate owners and brokers in developing these sites. Boston has the opportunity for unlimited industrial expansion.

The value of electrical manufactures in Metropolitan Boston in 1925 was almost twice that for the whole state ten years before.

COMMERCIAL AND INDUSTRIAL BOSTON

METROPOLITAN BOSTON — An area of approximately 410 square miles designated by statutory enactment, including Municipal Boston (779,620 population) and thirty-nine surrounding towns and cities, with a total population of 1,808,845.

A compact business district comprising 4511 manufacturing and more than 25,000 mercantile establishments, next to New York City the most closely settled region in America and bound together by a steam and electric mileage greater than that of any similar area in the Western Hemisphere.

Assessed Valuation: $3,430,298,752.

The Park Square District

Situation: Head of Massachusetts Bay; 230 miles northeast of New York City; 2900 miles from Liverpool. Terminal for steamships, railroads and trolley lines connecting with every city and town in New England; trading centre for over 4,000,000 people within a 50-mile zone.

Climate: Fifty years average: Annual temperature 49.5°, January temperature 27.1°, July temperature 72.0°, annual precipitation 41.5 inches.

Manufacturing Industries:

	Annual Wages	Annual Product
Metropolitan Boston	$233,518,904	$1,256,198,204
Massachusetts	716,155,593	3,426,617,326
New England	1,472,315,000	6,419,975,000

Variety — Of about 350 recognized industries, more than 250 are represented in Metropolitan Boston.

Leading Industries: Boots and shoes, cut stock and findings; slaughtering and meat packing; printing and publishing; rubber goods and rubber boots and shoes; confectionery and ice cream; clothing; electrical machinery, apparatus and supplies; foundry and machine shop products; sugar refining; oil refining; bread and other bakery products; leather; cutlery and tools; soap; coffee and spice; patent medicines and druggists' preparations; furniture; wooden and worsted goods; knit goods; gas; copper, tin and sheet iron.

Workers in Manufacturing Industries: 176,752.

Wages Paid Annually: $233,518,904.

Labor Supply: Quantity ample. Closely settled Metropolitan District, and most complete suburban transportation service of any region in United States makes plenty of workers always available.

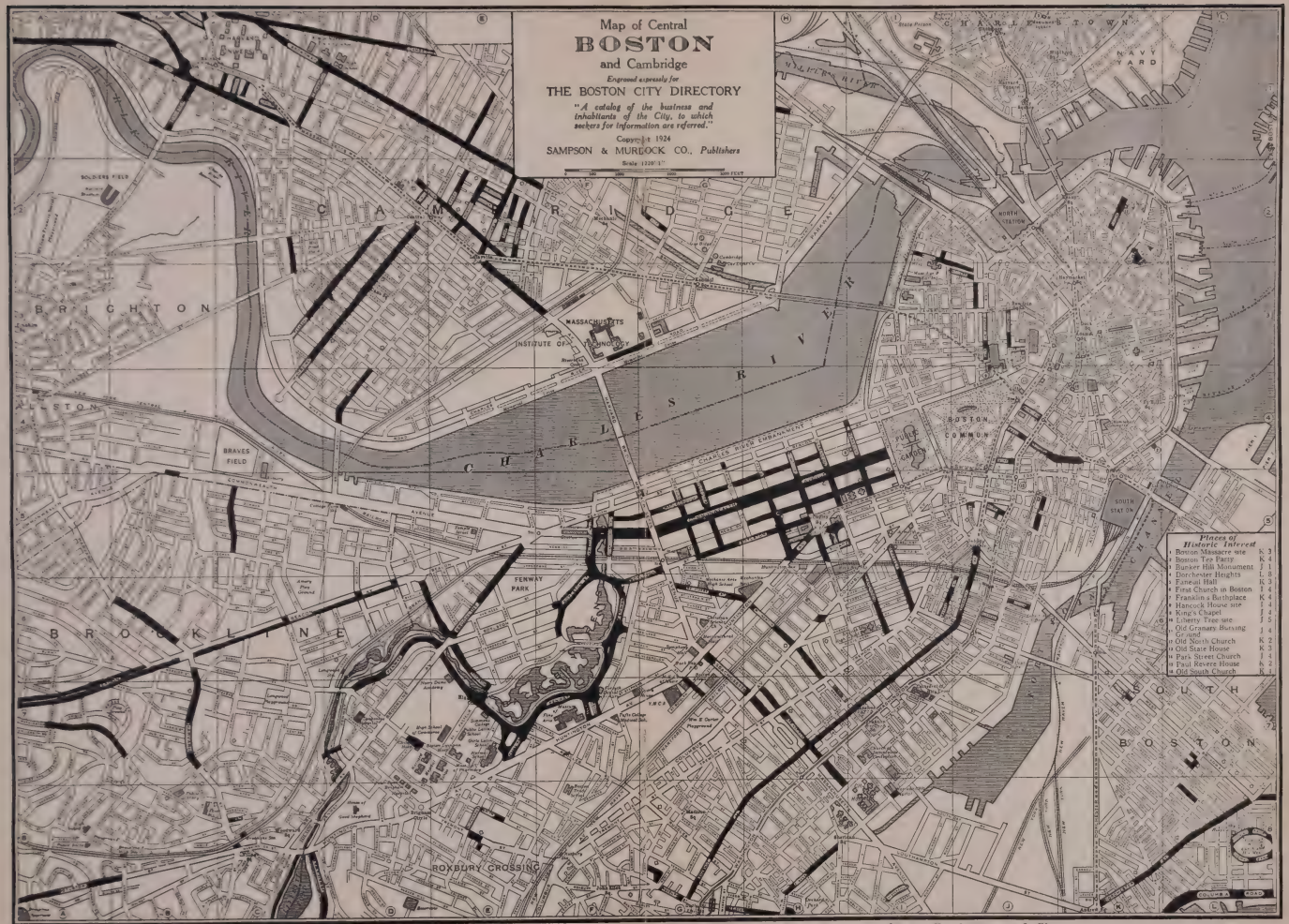
Quality high. Great variety of industries enables manufacturers to obtain highly skilled and intelligent employees. Workers are conservative, many of them house owners, with a stake in the community.

Metropolitan Boston has practically the widest house telephone service in the world.

(WARREN BROTHERS COMPANY)

PARTIAL STREET MAP OF GREATER BOSTON, MASS.

HEAVY BLACK LINES INDICATE WARRENITE-BITULITHIC PAVEMENT



When you want to find anything or anybody, look in the City Directory; also bear in mind that others look there for you, and it is well to be "easy to find".

(Reproduced by permission from Boston City Directory. Courtesy of Sampson & Murdock Company.)

Nationalities represented. Approximately 65% native born. Foreign born are chiefly Canadian and North-European immigrants.

Legal Working Hours: Men — No restriction. Women — 48 hours a week for practically all occupations.

Quality of Housing Available: Excellent. Houses and apartments in Municipal Boston amply supplemented by detached houses in easily accessible suburbs.

Tax Rate 1927: $30.00 per thousand for Municipal Boston; lower in many communities of Metropolitan Boston.

Electric Current: Special rates for industrial use. Engineering advice available from local companies.

Public Gardens and Common — Commonwealth Avenue

Gas for Manufacturing Purposes: First 25,000 cu. ft. at $1.20 per thousand cu. ft. Next 175,000 at $1.05. Over 200,000, .787. A discount of 25% is allowed on the excess above $200 in any one month.

Oil Supply for Fuel: Tide-water delivery by tankers at very low rates, in abundant quantity. Distribution centres throughout district.

Water Supply: Metropolitan Water System supplies Municipal Boston and 18 surrounding towns and cities. Capacity 80,680,100,000 gallons.

Meter Rates per Quarter Years: — Not over 20,000 cu. ft., 15.4 cents per 100 feet; over 20,000 cu. ft. and up to 40,000, 14.3 cents per 100 feet; over 40,000 cu. ft. and up to 1,000,000, 13.2 cents per 100 feet; over 1,000,000 cu. ft., 8.8.

Telephone Service: Central District Rates:

Business — Monthly Base Rate: — Individual line, 90 messages within eight-mile radius $4.50. Extra calls above 90 and under 300 in number, 4 cents each. Extra calls above 300 and under 800 in number, 3¾ cents each. All calls above 800, 3½ cents each. Two-party line — 80 messages within eight-mile radius, $4.00.

Residential Rates substantially lower.

Metropolitan Service — same as Central District rates. This covers the Metropolitan area with radius of about 15 miles.

Fire Protection: High pressure water service, with a capacity of 24,000,000 gallons per minute at a maximum pressure of 300 pounds, protects the down-town business district. Metropolitan Boston is further protected by a co-operative arrangement between the various cities and towns of which it is composed.

Manufacturing Sites, Plants and Space: Desirable locations, rail or water shipping facilities, or both. Several large and attractive areas recently made available for new industries at very low prices. Assistance and information from Bureau of Commercial and Industrial Affairs, Boston Chamber of Commerce.

Metropolitan Boston manufactures about $1,250,000,000 worth of goods annually.

A Building Dedicated *to* Increasing *the* Usefulness *of* GAS *in* Boston

The new thirteen-story building of the Boston Consolidated Gas Company, in the Park Square District of Boston, is located, arranged and equipped for the prompt and satisfactory transaction of all Gas business and to aid gas users in securing the greatest efficiency from Gas as a Home and Industrial Fuel.

100 Arlington Street

(Corner Stuart Street and Columbus Avenue)

TELEPHONE: HUBBARD 7600

Warehouses: General storage: 4,000,000 sq. ft.; 40,000,000 cu. ft.
Cold storage: 2,500,000 sq. ft.; 25,000,000 cu. ft.
Household goods: 1,250,000 sq. ft.; 12,500,000 cu. ft.

Rail Transportation Facilities:
Steam Railroads — The New York, New Haven & Hartford, the Boston & Albany, the Boston & Maine, the Boston, Revere Beach & Lynn railroads all have terminals in Boston.
Electric Railways — The Boston Elevated Railway System, the Eastern Massachusetts Street Railway Company, the Boston and Worcester, the Middlesex and Boston street railways connect every part of Metropolitan Boston. Boston's underground system, the first municipal subway in the United States, comprises about nine miles of subway.

Water Transportation Facilities: Practically land-locked; spacious harbor capable of accommodating world's largest steamers; only six miles from open sea; overseas and coastwise piers

Commonwealth Pier

superior to most and equal to any in this country, most of them with spur track connections; regular and dependable direct steamship services to all Atlantic, Gulf and Pacific Coast ports, and to all of the important seaports of the world; within trucking distance of waterfront is busiest industrial section to be found in any United States port; unexcelled railroad passenger and freight services to all points in United States and Canada.

Foreign Trade: Only surpassed by four cities in the United States.

Annual Imports	$305,879,218
Annual Exports	41,283,152
Total	$347,162,370

Banks: Federal Reserve Bank of Boston: Headquarters of United States Federal Reserve District No. 1, comprising practically all of New England.

	Municipal Boston	Metropolitan Boston
National Banks	12	34
Trust Companies	14	47
Savings Banks	24	64
Cooperative Banks	47	105
Credit Unions	37	50
State Banks	1	1
Foreign Banks	1	1
	136	303

Boston welcomes approximately 500,000 convention visitors every year.

Bank Clearings,	1922:	$15,630,440,000	1925:	$22,481,915,310
	1923:	19,068,369,000	1926:	25,130,344,097
	1924:	21,323,411,670		

Hospitals: Over 115.

Hotels: Over 225.

Newspapers: About 100 dailies and weeklies.

Theatres: 22 theatres — 121 moving picture houses.

Churches: About 900.

Forsyth Dental Infirmary — Peter Bent Brigham Hospital

Educational Facilities: Boston is one of the first educational centres of the world. In the Metropolitan Area are more than 200 universities, colleges, normal and technical schools, music and art institutions and private schools. Among them are Harvard University, Massachusetts Institute of Technology, Boston University, Tufts College, Wellesley College, Radcliffe College, Simmons College, Boston College, the New England Conservatory of Music, Boston Normal Art School. The first five — among the ten largest educational institutions in New England — have a total registration of nearly 20,000 students.

The public schools of Metropolitan Boston have a well established reputation for excellence. In accordance with the demands of an industrial community the most advanced educational methods in training for practical life are in use in the vocational, trade, technical and commercial schools. Among these are the High School of Commerce, the High School of Practical Arts, the Mechanic Arts High School, continuation schools, salesmanship schools and immigrant schools.

Retail Stores

Metropolitan Boston is served by more than 25,000 retail stores, among which are over a score of large department stores, as many groups of chain stores, departmentalized grocery stores and a multitude of specialty shops. In Municipal Boston alone are 31 department stores, one of them employing approximately 5,000 workers. The annual sales of this and of at least one other exceed $20,000,000, and others approach this total. For the majority of department stores the total annual business has doubled every ten years for several decades.

The compactness of its central shopping district gives to Boston a marked advantage in comparison to cities where a great area must be covered to visit the principal establishments. The heart of the retail trade is marked by Washington, Tremont and Boylston streets, with some connecting and radiating streets. Every important department store lies within a radius of a mile, and a walk from one end of the district to another does not take more than 15 minutes.

Over 20,000 students are registered in five of Metropolitan Boston's colleges.

Boston retail stores have a long established reputation for the extent and especially for the high quality of their stock. One striking testimonial to their character is the fact that there is scarcely a good-sized city in the United States which does not have its "Boston store." An advantage peculiar to Boston is the unusual variety of high grade specialty shops, and of stores with well founded traditions which have served generations of customers.

A factor contributing to the prosperity of Boston retail merchants is the wealth of the city. With the highest per capita property valuation in the United States, Boston is capable of supporting the well-stocked stores which draw customers from far outside the Metropolitan Area. The much greater strength of Boston stores, compared to those in cities of apparently the same relative size, results largely from the extensive following of customers outside the limits of Municipal Boston. About one-third of the trade comes from the residents of Municipal Boston, and

Looking Over the Common to Tremont Street

the ratio of its population to that of the Metropolitan Area is almost the lowest for any city in the United States. Every day 650,000 people come into Boston's down-town district. Of 1,808,845 persons residing in Metropolitan Boston, only 779,620 live in Municipal Boston. At the same time there are numerous important trade centers throughout the Metropolitan Area.

The last five years have been marked by very extensive internal improvements in the physical arrangements of Boston retail stores. While the tendency is to reduce overhead expenses by transacting the largest possible volume of business in a given floor area, large outlays have made the store interiors notably efficient and attractive. Some of them are models of convenience and beauty.

Not only in up-to-date interiors do Boston merchants show their progressive spirit. They are distinguished for their cooperative attitude in the support of national associations. The head of one department store was largely instrumental in organizing the Retail Research Association, which makes intensive studies of department store problems for the whole country. A powerful, nation-wide association of specialty stores sprang from the efforts of another local merchant.

Many progressive merchandising ideas have originated in Boston, such as the bargain basement and the systematic development of comparison departments. The Mercantile Health Association embodies the cooperative effort of retail business men to solve the sanitary and hygienic problems of the trade.

Boston was the first city in which the need of organized training for the sales force was recognized through the founding of a school for teaching educational directors and store help. The Boston public school system has been a leader in introducing courses in retail salesmanship.

Metropolitan Boston is surpassed only by New York City in density of population per square mile.

Libraries of Metropolitan Boston

Metropolitan Boston contains 125 public libraries, with a total of nearly 3,000,000 books. Another 3,000,000 volumes are to be found in the college and special libraries.

Municipal Boston's world-renowned library at Copley Square, with its 31 branches, has approximately 1,285,000 volumes, and an annual circulation of about 2,500,000, more than two books apiece to every man, woman and child in its district. There is a library for each 24,000 of population. The property is valued at $6,800,000 and the annual maintenance costs about $668,000.

Outside Municipal Boston are 93 public libraries, 40 of which are main libraries and 53 branch libraries — one for each 10,000 of population. These 93 libraries have a total of more than 1,500,000 volumes and are maintained at an annual cost of $620,000. The total circulation

The Boston Public Library

is 4,800,000, or per capita use of 5.2 volumes. Five of these public libraries each have an annual circulation of over 100,000 volumes, four having over 400,000, Somerville leading with over 480,000. Five libraries in the district cost annually over $50,000, Brookline standing at the head with nearly $60,000.

Parks amd Playgrounds

The large number and wide distribution of open spaces in Metropolitan Boston contribute greatly to the attractiveness of the city. The Metropolitan Park Commission administers 10,627 acres of reservations and parkways and 70 miles of boulevards in the Metropolitan Area. In addition, the various towns and cities have numerous parks under their own control. Revere Beach, Nantasket Beach and Nahant Beach are included within the Metropolitan Park System and situated a few miles from the down-town district. Within the limits of Municipal Boston are 958 acres of Metropolitan parks and parkways, chief of which is Stony Brook Reservation in West Roxbury, containing 464 acres of wild forested hill and dale with many rocky knolls offering an extensive view over the Charles River Valley. The initial cost of the Metropolitan Park System was over $23,000,000, and the annual maintenance, which is apportioned among the various cities and towns of the Metropolitan District amounts to over $1,250,000.

Besides the Metropolitan reservations, there are 2,689 acres of parks, playgrounds and public squares distributed throughout Municipal Boston. Among them are the historic Boston Common; the Public Gardens, adjacent to the Common; Franklin Park, 527 acres in extent, including a golf course, zoological garden and an aquarium; and 20 other large parks. Boston, which opened at L Street the first municipal public bath in the United States, now maintains three municipal swimming baths, nine bathing beaches and seven floating baths; 14 public indoor baths open all the year; 11 indoor gymnasia and 44 playgrounds.

Boston can store in one wool warehouse — the largest in the world — more than 100,000,000 pounds of wool.

You Can Depend on Sturtevant (REG. U.S. PAT. OFF.) *Products*

WHATEVER your problem may be — Heating and Ventilating, Vacuum Cleaning, Mechanical Draft, Collecting and Conveying, Drying or any other problem pertaining to the use of air — there is a type of Sturtevant Apparatus to meet the demand. The name Sturtevant on a product is a guarantee of lasting trouble-free service.

Sturtevant, with over 60 years of experience and a reputation for dependability, is the largest manufacturer of air moving machinery in the world.

Sturtevant (REG. U.S. PAT. OFF.)

PRODUCTS

Heating and Ventilating Equipment — Coal Burning Blowers, Multivane Fans, Propeller Fans, Roof Ventilators, Silentvane Fans, Unit Heaters for Industrial Buildings, Unit Ventilators for Schoolhouses, Ventilating Sets. *Power Plant Equipment* — Cast Iron—Lead-Coated Steel Tube and Air Economizers, Forced and Induced Draft Fans, Gear Transmissions, Generating Sets, Motors, Turbines, Undergrate Blowers. *Collecting and Conveying Equipment*—Cotton Fans, Dust Collectors, Monogram Fans, Pneumatic Collecting and Conveying Systems, Steel Plate and Reversible Planing Mill Fans. *Drying Equipment* — Dryers, Drying Systems, Lumber Dry Kilns. *Blower Equipment*—Dust Blowers, Forge Blowers, Gas Blowers, Multistage Compressors, Portable and Stationary Blowers, Turboblowers. *Vacuum Cleaning Equipment* — Household Cleaners, Stationary and Heavy Duty Portable Cleaners.

B. F. STURTEVANT COMPANY

HYDE PARK, BOSTON, MASS.

Branch Offices in all Principal Cities

Boston Fourth in Volume of Bank Clearings

Census reports show that Metropolitan Boston, on the basis of its population of 1,808,845 is the fourth Metropolitan Industrial District in the United States. Another significant test of the commercial importance of a city is the amount of its financial transactions as shown by bank clearings. In this respect, too, Boston stands fourth.

The accompanying table shows the volume and increase of bank clearings in Boston from 1904 to the end of 1926. From 1915 until 1920 the curve rises steadily, and 1924 shows bank clearings practically trebled during the twenty-year period.

Faneuil Hall — Federal Reserve Bank of Boston

Bank Clearings in the City of Boston

Year Ending Sept. 30	Dollars
1904	6,419,272,150
1905	7,469,812,036
1906	8,149,377,513
1907	8,548,822,227
1908	7,096,412,351
1909	8,232,992,100
1910	8,414,461,900
1911	8,306,738,000
1912	8,865,807,000
1913	8,326,228,000
1914	7,866,664,000
1915	7,481,341,000
1916	10,180,120,000
1917	12,188,355,000
1918	14,781,325,000
1919	16,990,409,000
1920	19,570,085,000
1921	14,932,520,000
1922	15,630,440,000
1923	19,068,369,000
1924	21,323,411,670
1925	22,481,915,310
1926	25,130,344,097

The service supplied by four steam and four electric railroads makes travel through the whole 410 square miles of Metropolitan Boston quick and easy.

Boston Postal Receipts Constantly Rise

As an index of commercial prosperity postal receipts stand in line with bank clearings and are particularly valuable as a gauge of business progress because they are practically free from the element of price inflation. Postal receipts for the Boston District have shown a steady, consistent increase every year since 1906 and have more than trebled in the twenty-year period.

Postal Receipts, Boston Postal District, Calendar Years Ended December 31, 1904, to December 31 1926, Inclusive

1904	$4,357,027
1905	4,715,196
1906	5,114,699
1907	5,359,668
1908	5,495,014
1909	5,969,543
1910	6,353,876
1911	6,771,320
*1912	7,284,324
1913	8,241,484
1914	8,209,414
1915	8,394,245
1916	9,042,109
1917	9,537,315
1918	10,669,583
1919	10,810,270
1920	11,592,418
1921	11,694,839
1922	13,062,483
1923	13,817,716
1924	14,372,276
1925	15,526,434
1926	16,684,387

*Needham, Needham Heights, Waltham, Wellesley, and Wellesley Hills branches consolidated with Boston.

BOSTON'S WEATHER RECORD

(Based on observations ranging from 20 to 50 years)

	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Annual
Temperature:													
Monthly mean	27.9	28.8	35.6	46.4	57.1	66.5	71.7	69.9	63.2	53.6	42.0	32.5	49.6
Daily mean maximum	35.9	36.7	43.3	54.5	65.7	75.7	80.0	77.8	71.2	61.5	49.3	39.9	57.6
Daily mean minimum	20.0	20.8	27.9	38.3	48.5	57.8	63.4	62.0	55.3	45.7	34.7	25.1	41.6
Highest on record	70	64	83	87	97	98	104	98	102	90	76	69	104
Lowest on record	—13	—11	—8	11	31	42	46	47	34	25	—2	—14	—14
Precipitation:													
Total, inches	3.82	3.44	4.08	3.55	3.51	3.03	3.36	4.03	3.19	3.86	4.10	3.41	43.38
Days with 0.01 inch or more	12	10	12	11	11	10	10	10	9	9	10	11	125
Total snowfall, inches	11.2	12.5	7.9	2.5	*	0	0	0	0	*	1.7	8.4	44.2
Percentage of possible sunshine	49	58	57	55	59	63	64	63	62	56	48	48	57
Number of clear days	9	10	10	9	9	9	9	11	11	11	10	9	117
Hourly wind velocity, miles	11.6	12.3	12.4	11.2	10.1	9.3	8.9	8.4	9.2	10.2	11.2	11.4	10.5

*Trace

A single shipment of Argentine hides unloaded in Boston contained leather enough for 1,000,000 pairs of shoes.

Park Square Building

Statistics of Manufactures in Massachusetts

ALL INDUSTRIES COMBINED, 1895-1925
AND TWENTY-THREE PRINCIPAL INDUSTRIES, 1919–1925

(Data furnished by the Massachusetts Department of Labor and Industries)

(Arranged in the order of value of products in 1925)

MASSACHUSETTS Federal Census Years	Number of Establishments	Value of Stock and Materials Used	Amount of Wages Paid During the Year	Average Number of Wage-Earners Employed During the Year	Value of Products ①
1895	8,692	$406,026,692	$166,723,992	382,563	$734,652,132
1899	10,929	498,655,033	195,278,276	438,234	907,626,439
1904	10,723	626,410,431	232,388,946	488,399	1,124,092,051
1909	11,684	830,764,943	301,173,464	584,559	1,490,529,386
1914	12,013	931,383,793	341,309,517	606,698	1,641,373,047
1919	11,906	2,260,713,036	766,623,337	713,836	4,011,181,532
1921	9,994	1,441,035,230	641,360,936	579,071	2,849,413,516
1923	10,519	1,835,218,349	799,363,111	667,443	3,570,543,265
1925	10,027	1,794,643,051	716,155,593	591,438	3,426,617,326

①In making comparisons for the several years of the money values presented in this summary, due allowance should be made for price fluctuations from year to year. The values of products manufactured do not necessarily represent the relative *volume* of goods produced in the several years.

Boston — 1,300,000,000 pieces of mail handled annually.

The U. S. Army Base

YEARS	Number of Establishments	Value of Stock and Materials Used	Amount of Wages Paid During the Year	Average Number of Wage-earners Employed	Value of Products
Cotton Goods (excluding cotton small wares):					
1919	191	359,675,239	109,902,503	122,499	596,880,441
1920	191	415,501,520	130,905,309	113,145	686,571,606
1921	182	153,725,300	96,547,054	106,337	313,829,605
1922	187	185,934,180	103,016,087	111,165	366,030,361
1923	191	223,569,567	115,080,841	113,707	415,922,838
1924	178	175,089,768	86,795,081	89,095	296,831,284
1925	178	200,972,528	91,812,779	96,182	345,864,097
Woolen and Worsted Goods:					
1919	182	212,710,061	56,749,563	53,864	342,626,145
1920	186	218,013,382	66,844,648	51,689	344,532,434
1921	180	142,163,532	63,230,393	56,644	262,633,663
1922	189	137,145,274	61,391,289	55,886	266,054,554
1923	186	202,207,973	76,189,812	64,842	352,136,045
1924	190	171,426,748	65,563,390	54,277	280,002,109
1925	187	200,289,254	64,931,507	54,876	309,528,290
Boots and Shoes (including boot and shoe Cut stock and Findings②):					
1919	929	367,219,079	99,588,742	90,693	573,037,489
1920	911	333,353,041	95,007,509	77,401	533,685,952
1921	924	192,827,997	83,528,723	70 897	348 939,529
1922	1,000	188,920,790	88,152,648	77,700	346,585,683
1923	1,012	194,492,879	90,838,365	76,746	359,513,513
1924	948	163,100,210	79,732,475	69,505	307,234,609
1925	944	164,777,576	73,492,380	64,396	307,021,475
Electrical Machinery, Apparatus, and Supplies:					
1919	110	31,837,076	27,649,667	23,889	91,938,738
1920	105	48,894,162	38,289,830	28,561	126,861,130
1921	105	27,951,204	20,348,264	17,635	72,047,824
1922	116	33,043,527	24,930,824	19,064	93,083,923
1923	130	43,889,975	34,482,705	26,350	117,575,926
1924	130	48,721,722	33,227,577	24,523	129,905,665
1925	116	43,794,331	35,109,393	25,065	147,056,901

②Exclusive of rubber boots and shoes. (See page 3.)

Boston is the largest wool centre in the United States.

YEARS	Number of Establishments	Value of and Materials Used	Amount of Wages Paid During the Year	Average Number of Wage-earners Employed	Value of Products
Printing and Publishing:					
1919	1,198①	$29,715,273	$16,455,124	13,661	$90,136,994
1920	775	32,873,508	19,245,705	12,969	83,897,559
1921	890①	35,301,875	19,841,638	12,764	106,850,504
1922	685	30,445,672	21,052,626	13,466	85,697,580
1923	917①	33,835,083	23,289,201	14,238	117,436,792
1924	756	30,323,839	23,701,120	13,908	93,698,513
1925	951①	34,561,352	24,609,306	14,231	125,176,183
Dyeing and Finishing Textiles:					
1919	62	44,209,538	12,240,747	12,321	75,261,815
1920	66	63,246,501	18,872,562	16,292	106,264,963
1921	63	52,664,331	14,142,174	13,318	92,953,438
1922	65	51,913,956	14,067,567	13,332	84,826,219
1923	75	59,282,801	16,099,333	14,074	101,824,142
1924	66	47,812,253	14,145,036	12,764	76,968,958
1925	65	87,585,678	16,098,858	13,872	119,109,701
Rubber Goods, (including Tires and Inner Tubes)②:					
1919	47	47,627,882	11,538,080	9,600	86,358,067
1920	49	42,001,564	11,779,505	8,130	85,778,471
1921	52	30,349,377	9,005,575	7,847	62,714,484
1922	61	37,096,491	11,924,464	10,197	75,829,765
1923	59	48,409,783	14,698,488	11,388	84,098,920
1924	58	47,010,344	13,393,684	10,406	84,681,207
1925	52	61,611,753	13,904,175	10,740	108,594,705
Foundry and Machine Shop Products:					
1919	575	39,360,048	36,734,431	27,801	112,274,485
1920	569	68,534,988	52,459,471	34,473	166,340,007
1921	515	35,452,972	26,755,815	20,021	112,172,802
1922	541	29,172,980	27,306,697	20,837	86,448,581
1923	533	38,728,025	36,267,289	24,660	114,929,133
1924	539	37,993,215	32,473,734	22,414	106,461,238
1925	500	31,046,164	28,919,791	19,541	90,638,434
Paper and Wood Pulp:					
1919	78	53,763,884	14,642,413	12,960	87,159,890
1920	82	89,158,276	21,633,105	15,215	145,017,866
1921	81	40,614,356	12,592,648	12,427	62,865,216
1922	79	49,356,524	15,004,725	13,490	84,440,050
1923	82	57,601,310	17,085,424	13,324	93,641,621
1924	81	53,194,877	17,047,879	13,423	90,146,594
1925	84	54,854,405	16,424,005	12,915	90,126,831
Leather, Tanned, Curried, and Finished:					
1919	131	82,017,255	19,211,106	15,180	129,249,131
1920	132	57,410,060	17,913,018	12,447	88,344,819
1921	119	35,801,421	11,389,125	9,038	61,106,452
1922	122	31,383,055	13,298,797	10,813	57,669,973
1923	122	40,439,335	15,340,403	11,437	71,098,478
1924	123	42,867,178	15,023,961	11,010	70,603,298
1925	118	42,430,939	14,178,183	10,438	70,708,050

①The census for the years 1919, 1921, 1923 and 1925 included certain publishing establishments and small printing offices not canvassed in the other years specified, and data for these years, therefore, are not strictly comparable with corresponding data for other years specified.

②Exclusive of rubber boots and shoes. (See page 3.)

Boston — the most important fish port in the Western Hemisphere and the most up-to-date in the world.

The Largest Factory in the World

Devoted to the Manufacture of

TUBULAR *and* CLINCH RIVETS

Tubular Rivet & Stud Company

BOSTON, MASS.

YEARS	Number of Establishments	Value of and Materials Used	Amount of Wages Paid During the Year	Average Number of Wage-earners Employed	Value of Products
Bread and Other Bakery Products:					
1919	1,309	$40,586,783	$9,336,181	8,583	$66,017,267
1920	1,083	47,216,099	11,132,441	8,698	76,825,786
1921	1,125	33,596,767	11,328,144	8,852	63,972,784
1922	1,026	30,666,836	10,557,076	9,185	60,836,491
1923	1,099	32,379,305	11,974,120	9,288	64,733,168
1924	1,072	32,793,242	12,022,863	9,200	65,723,363
1925	1,031	36,517,214	11,390,333	8,429	68,845,944
Clothing, Men's & Women's					
1919	465	41,573,579	12,823,878	13,127	71,902,620
1920	460	41,457,483	14,343,454	12,129	73,533,991
1921	443	26,471,823	11,219,297	10,444	50,262,173
1922	442	28,925,106	12,763,975	11,519	53,946,067
1923	511	38,703,840	14,981,950	12,727	70,819,700
1924	486	34,899,421	13,405,639	11,549	63,904,828
1925	439	33,158,905	12,023,478	10,665	61,187,773
Slaughtering and Meat Packing, (Wholesale)					
1919	40	101,235,340	5,391,004	4,307	110,238,038
1920	32	73,125,278	4,868,116	3,436	89,234,029
1921	33	41,052,369	3,798,379	2,986	48,810,846
1922	27	46,193,957	3,490,994	3,153	55,093,617
1923	33	47,128,857	4,604,972	3,651	56,765,176
1924	32	46,832,366	4,679,275	3,506	56,799,375
1925	33	52,620,735	4,121,768	3,292	60,710,531
Motor Vehicles, including Motor Vehicle Bodies and Parts:					
1919	96	16,281,701	5,829,241	4,530	27,031,604
1920	101	19,075,282	8,126,991	5,611	32,215,131
1921	91	20,966,565	6,086,305	4,304	35,523,281
1922	109	25,096,715	7,641,393	5,065	44,700,151
1923	111	37,838,793	9,317,325	6,219	62,528,614
1924	114	30,050,237	6,930,989	4,915	47,056,782
1925	75	32,254,045	9,674,218	6,219	57,659,724
Boots and Shoes, (Rubber):					
1919	8	17,621,139	12,762,706	13,062	44,307,961
1920	8	25,440,570	18,940,608	14,883	65,715,095
1921	8	11,544,473	8,868,857	9,347	36,700,126
1922	8	11,573,669	9,389,154	10,372	40,511,741
1923	10	18,874,520	14,650,810	12,528	56,917,929
1924	10	12,548,599	9,602,813	9,263	34,859,447
1925	10	18,794,523	13,525,474	11,389	53,626,091
Textile Machinery and Parts:					
1919	116	23,477,372	20,712,227	17,413	65,901,370
1920	107	32,288,692	28,412,882	19,686	81,595,711
1921	127	23,199,148	20,836,446	16,479	67,204,551
1922	124	16,955,862	17,279,848	14,846	52,888,931
1923	137	24,518,360	24,318,310	18,668	69,343,009
1924	129	14,986,290	18,352,490	14,666	50,253,757
1925	123	16,584,208	17,769,454	13,687	51,411,150
Confectionery:					
1919	130	34,874,323	7,512,037	10,753	60,556,558
1920	152	39,295,866	8,617,406	9,836	61,280,594
1921	146	24,643,965	6,545,314	8,202	42,975,013
1922	144	23,628,231	6,670,030	8,006	41,599,379
1923	149	26,504,012	7,475,548	8,805	48,618,574
1924	141	24,968,335	7,456,716	7,899	45,875,376
1925	134	25,842,869	6,755,486	7,625	49,333,972

Boston — trading centre for New England, one of the richest industrial areas in the world.

Massachusetts Institute of Technology

YEARS	Number of Establishments	Value of Stock and Materials Used	Amount of Wages Paid During the Year	Average Number of Wage-Earners Employed	Value of Products
Knit Goods:					
1919	77	31,172,563	11,364,030	12,751	52,424,235
1920	71	31,871,942	10,728,570	10,625	54,059,574
1921	81	20,251,896	8,969,044	10,497	34,924,807
1922	88	23,801,579	10,467,806	11,663	44,219,560
1923	87	25,923,485	10,605,684	11,652	46,834,545
1924	88	20,450,911	9,443,959	9,863	38,487,391
1925	88	25,902,556	9,715,424	10,551	46,386,519
Gas, Manufactured, Illuminating and Heating:					
1919	51	10,773,564	3,557,468	2,654	24,231,0[illegible]6
1920	51	12,169,919	3,718,543	2,427	31,356,276
1921	47	13,679,896	4,324,527	2,524	33,808,668
1922	47	13,116,729	4,436,757	2,825	34,034,561
1923	49	15,150,715	6,342,914	4,146	37,188,227
1924	48	11,781,221	5,325,159	3,405	34,245,470
1925	46	13,888,004	6,205,743	4,229	36,659,265
Silk Manufactures:					
1919	21	19,243,483	5,039,601	5,697	34,193,951
1920	22	23,302,010	6,067,423	5,626	33,636,882
1921	23	13,162,836	4,467,028	5,864	23,604,010
1922	25	15,427,762	5,988,741	6,197	28,097,042
1923	24	18,820,913	6,782,643	6,448	33,646,974
1924	25	15,033,466	6,176,952	5,682	29,076,154
1925	27	21,512,814	6,840,098	6,497	36,608,014
Furniture:					
1919	161	10,658,248	6,637,133	6,342	26,670,120
1920	144	12,882,852	9,747,660	7,520	32,094,031
1921	160	10,941,342	6,922,987	6,251	24,039,399
1922	177	11,536,245	8,412,753	7,306	26,994,042
1923	189	14,616,185	9,965,802	8,097	34,691,239
1924	187	15,021,243	10,160,663	7,863	34,609,438
1925	191	16,050,928	10,172,074	7,834	33,638,635
Cutlery and Edge Tools:					
1921 ①	42	2,422,564	2,718,553	2,769	15,447,457
1922	46	2,454,186	2,622,491	2,743	17,304,570
1923	42	3,366,086	3,235,173	2,874	20,732,650
1924	41	3,993,781	3,696,536	3,059	26,548,206
1925	39	5,506,713	4,027,838	3,197	32,309,071
Jewelry:					
1919	165	18,364,502	7,233,590	6,786	34,816,822
1920	142	16,403,880	7,092,049	6,012	30,896,678
1921	153	9,025,355	5,280,215	4,619	20,171,714
1922	149	11,936,802	5,750,838	5,069	23,808,867
1923	150	14,915,546	7,107,467	5,677	30,436,712
1924	141	12,716,238	6,716,301	5,367	26,108,710
1925	140	12,453,539	6,378,158	5,056	26,156,151

①Comparable data for 1919 and 1920 are not available.

Boston has the largest fish freezing and fish cold storage plant in the world.

Boston College

STATISTICS OF MANUFACTURES IN METROPOLITAN BOSTON② 1909–1925

(Data furnished by the Massachusetts Department of Labor and Industries)

YEARS	Number of Establishments	Value of and Materials Used	Amount of Wages Paid During the Year	Average Number of Wage-earners Employed	Value of Products
1909①	5,045①	$285,606,173	$93,338,841	166,299	$512,512,969
1910	3,254	293,636,498	92,684,204	161,206	490,778,793
1911	3,390	295,620,663	96,097,917	163,901	504,650,510
1912	3,522	322,438,396	103,055,929	171,671	547,796,117
1913	3,601	328,501,942	107,285,830	173,017	563,463,732
1914①	5,171①	325,699,658	107,385,782	172,784	586,939,894
1915	4,155	333,374,390	106,578,205	166,401	586,419,619
1916	4,355	446,124,228	132,324,046	191,815	769,713,190
1917	4,424	568,930,494	157,332,228	200,643	953,324,146
1918	4,331	741,816,155	211,150,489	213,096	1,245,946,490
1919①	5,181①	760,388,677	248,025,713	217,264	1,358,716,062
1920	4,487	822,036,791	267,617,944	207,634	1,431,289,666
1921①	4,508①	519,832,014	202,173,388	168,313	1,025,586,110
1922	4,482	537,911,241	210,657,440	178,343	1,070,493,317
1923①	4,740①	620,031,648	245,640,825	193,000	1,232,206,787
1924	4,561	584,512,038	230,727,844	178,487	1,148,260,013
1925	4,511	606,378,433	231,857,192	175,801	1,235,875,285

①The data for the Federal census years 1909, 1914, 1919, 1921 and 1923 are not strictly comparable with corresponding data for other years specified, because of the omission in other years of certain establishments, chiefly those having no wage-earners employed therein, and those engaged in the publishing branch of the printing and publishing industry.

②Metropolitan Boston, as defined for purposes of the annual census of manufactures in Massachusetts, comprises 14 cities and 26 towns included within a radius of about 15 miles from the State House in Boston. A list of these cities and towns appears in the table on page 00.

New England, with per capita savings of nearly $500.00, is the thriftiest region in the United States.

Boylston Street | Kings Chapel Burying Ground | Tremont Street

STATISTICS OF MANUFACTURES IN METROPOLITAN BOSTON, 1925, BY PRINCIPAL INDUSTRIES

(Data furnished by the Massachusetts Department of Labor and Industries)

PRINCIPAL INDUSTRIES (Arranged in the order of value of products	Number of Establishments	Value of Stock and Materials Used	Amount of Wages Paid During the Year	Average Number of Wage-Earners Employed	Value of Products
METROPOLITAN BOSTON	**4,511**	**$606,378,433**	**$231,857,192**	**175,801**	**$1,235,875,285**
Boots and shoes ②	280	62,434,418	25,177,877	21,059	113,233,504
Printing and publishing ③	549	27,193,804	16,717,347	9,167	93,404,810
Electrical machinery, apparatus, and supplies	71	18,720,269	19,424,061	13,335	71,302,683
Clothing, men's and women's	367	28,963,115	10,251,258	8,550	53,398,252
Rubber goods, including rubber tires and inner tubes	29	24,232,251	6,077,908	4,714	46,632,430
Confectionery	97	23,246,490	6,341,627	7,147	46,045,083
Boots and shoes, rubber	6	16,008,020	11,738,698	9,904	45,949,057
Slaughtering and meat packing, wholesale	17	39,777,566	3,147,410	2,466	44,845,315
Bread and other bakery products	430	23,029,586	6,822,640	5,154	44,278,584
Foundry and machine-shop products	212	15,191,669	11,166,856	7,653	40,511,265
Cutlery and tools	28	4,942,955	2,794,285	2,264	30,381,344
Leather, tanned, curried, and finished	38	12,561,960	4,109,856	3,034	22,022,968
Gas, manufactured, illuminating, and heating	10	7,747,967	3,153,749	2,248	19,728,953
Knit goods	55	9,792,272	3,411,637	3,603	18,670,424
Furniture	114	9,330,676	5,343,618	3,633	18,545,709
Patent medicines and compounds and druggists' preparations	50	5,807,468	924,597	894	16,565,831
Copper, tin, and sheet iron products ④	73	5,807,865	2,885,719	2,061	12,428,385
House furnishing goods ⑤	45	8,703,831	1,161,078	1,178	12,329,743
Boxes, paper and other ⑤	56	5,967,229	2,622,378	2,823	11,287,807
Food preparations ⑤	49	6,200,516	924,099	849	10,754,251
Musical instruments, pianos, and organs and materials	18	4,115,017	3,110,482	2,129	10,424,591
Other industries ①	1,917	246,603,489	84,550,012	61,936	453,134,296

①For the following important industries in Metropolitan Boston, data cannot be presented separately without disclosing the operations of individual establishments: Sugar refining; soap; motor vehicles; chocolate and cocoa products; and ship and boat building; steel.

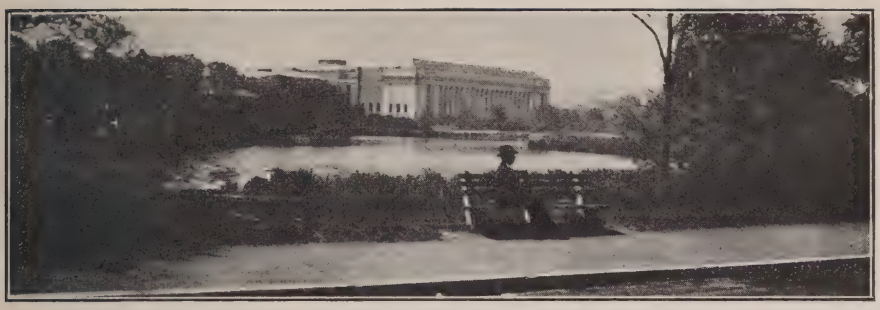
Data for these industries and for those industries for which the value of products in 1925 was less than $10,000,000 have been included under "Other industries" at the end of this table.

②Includes boot and shoe cut stock and findings, but not rubber boots and shoes.

③Includes book and job printing, newspapers and periodicals, and music.

④Includes stamped ware and tin ware. ⑤Not elsewhere classified.

The annual investment in building construction in Municipal Boston has more than doubled in the past ten years.



Art Museum from the Fenway

STATISTICS OF MANUFACTURES IN METROPOLITAN BOSTON①, 1925 BY CITIES AND TOWNS

(Data furnished by the Massachusetts Department of Labor and Industries)

MUNICIPALITIES (Arranged in the order of value of products)	Number of Establishments	Value of Stock and Materials Used	Amount of Wages Paid During the Year	Average Number of Wage-earners Employed During the Year	Value of Products
Metropolitan Boston①	**4,511**	**$606,378,433**	**$231,857,192**	**175,801**	**$1,235,875,285**
Boston	2,620	290,269,876	103,812,101	77,334	585,991,717
Cambridge	352	76,650,886	27,409,194	21,945	165,833,197
Lynn	342	34,684,588	26,258,755	18,938	97,143,378
Somerville	134	46,001,463	7,144,236	5,594	58,806,424
Watertown	30	22,011,529	10,271,271	7,728	57,549,671
Everett	111	29,450,716	7,671,114	5,234	51,517,163
Chelsea	121	17,226,691	7,817,775	6,308	33,370,780
Malden	98	11,539,410	4,532,537	4,192	25,094,364
Quincy	129	9,075,691	8,397,060	5,158	22,254,734
Waltham	95	5,824,535	6,296,176	5,083	19,672,096
Newton	55	8,262,096	3,272,607	2,669	16,491,932
Braintree	15	9,786,472	1,610,960	1,554	15,144,475
Woburn	49	7,554,899	2,801,834	2,092	14,487,457
Weymouth	27	5,484,586	2,184,056	1,924	11,059,848
Wakefield	24	5,379,431	2,060,392	1,787	9,219,844
Canton	22	3,879,791	1,377,436	1,185	7,649,131
Winchester	19	3,916,167	1,583,670	1,139	7,153,170
Medford	54	3,894,991	1,707,264	1,335	7,014,465
Reading	15	4,082,868	612,181	453	5,915,199
Melrose	24	2,554,614	804,870	748	4,758,125
Stoneham	21	1,684,979	817,439	736	3,764,360
Needham	21	1,581,894	691,788	619	3,173,852
Wellesley	11	727,102	197,770	153	2,312,898
Dedham	14	1,400,693	516,576	518	2,299,673
Arlington	22	638,772	410,721	257	1,658,514
Revere	18	556,865	290,634	189	1,284,243
Brookline	22	479,791	341,910	231	1,179,334
Saugus	9	535,957	148,774	110	874,325
Hingham	4	150,373	171,720	125	495,667
Winthrop	6	157,865	60,087	44	324,117
Belmont	7	104,446	116,663	86	319,956
Milton	5	74,025	35,292	31	184,795
Other Towns (8) ②	15	754,371	432,329	302	1,876,381

①Metropolitan Boston, as defined for purposes of the annual census of manufactures in Massachusetts, comprises 14 cities and 26 towns included within a radius of about 15 miles from the State House in Boston. A list of these cities and towns appears in this table.

②Include Cohasset, Dover, Hull, Lexington, Nahant, Swampscott, Weston and Westwood.

Boston — Headquarters of the most important cotton and wool manufacturing district in the Western Hemisphere.

Lablache

REG. U. S. PAT. OFF.

IN 1871 Ben Levy created LABLACHE Face Powder and introduced it to the Public from his store on West Street, Boston.

Today LABLACHE enjoys a world-wide reputation and is generally recognized as a standard of quality in Face Powders.

Mr. Levy is a Parisian and LABLACHE Face Powder is a Parisian Product. But its Home is and has always been BOSTON.

Ben Levy Company

BOSTON MASS.

What to See in Boston

Courtesy of Boston Evening Transcript

ARNOLD ARBORETUM AND MUSEUM — The Tree Museum of Harvard University. Forest Hills. One of the most beautiful public gardens in the world; contains the largest collection of trees and shrubs in America conveniently arranged for study. 240 acres. Open daily from sunrise to sunset. Free. Automobiles not admitted.

BATTERY WHARF — 379 Commercial St. On this site at Merry's Point the North Battery was erected in 1646 and works were maintained here until after the Revolution. Battery St.

BIRTHPLACE OF BENJAMIN FRANKLIN — Site covered by building now occupied by *Boston Transcript*. Bust of Franklin on front of building above second story windows. 17 Milk St.

Chestnut Hill Reservoir

BOSTON COMMON — This tract of land, containing nearly fifty acres, was bought in 1634 by Governor Winthrop and others from William Blackstone, who held his title by a right of possession gained prior to the settlement of Boston in 1630, and was set apart for common use as a cow pasture and training field. "Frog Pond." Soldiers' Monument crowns Flagstaff Hill, where British artillery was stationed during the siege of Boston when troops were quartered and entrenched there. From what is now Park Sq. the British embarked for Lexington, April 18, 1775. On the Common the British mustered before Bunker Hill. Here mustered contingents for Colonial expeditions against Louisburg and Quebec. Here many Massachusetts regiments assembled prior to going to the front in the Civil War. On Beacon St. Mall, opposite State House, stands the Shaw Monument, by Augustus Saint-Gaudens, a memorial to Col. Robert G. Shaw and the Fifty-fourth Massachusetts Regiment.

BOSTON FISH PIER — South Boston. Centre of second largest fish industry in world.

BOSTON MASSACRE — The site of the riot between a mob of townspeople and the British guard, March 5, 1770, is in State St., corner of Exchange St., near the Old State House. It is marked by a circle in the stone paving and by a tablet on building on west corner of Exchange St.

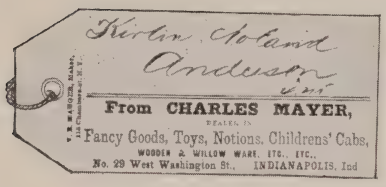
BOSTON PUBLIC LIBRARY — Copley Sq. Third largest city library in America. Abbey, Sargent, Elliott and Puvis de Chevannes mural paintings. Bronze entrance doors by French. Statuary by Bela L. Pratt, Frederick Macmonnies, Louis Saint-Gaudens.

BOSTON STONE — A round stone embedded in wall of building in Public Alley 102, near corner of Marshall St., on Hanover St., North End. Inscribed "1737." Originally a paint muller, imported from England, 1700.

"BOSTON TEA PARTY"— Dec. 16, 1773. Griffin's Wharf, Atlantic Ave. and Pearl St. Site marked by tablet in wall of building on land side.

The down-town business district of Boston is protected against fire hazards by a high pressure water system, with a capacity of 24,000 gallons per minute at a maximum pressure of 300 pounds.

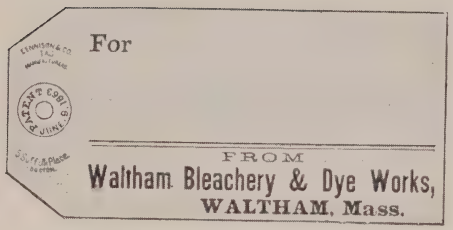
DENNISON'S PART *in the* EVOLUTION *of the* TAG


From CHARLES MAYER,
Fancy Goods, Toys, Notions. Childrens' Cabs,
WOODEN & WILLOW WARE, ETC., ETC.,
No. 29 West Washington St., INDIANAPOLIS, Ind

English Style Tag 1858

Back in the days before the Civil War all tags were imported from England; they were made of cloth with ends folded under the hole, which was reinforced by a metal eyelet.

E. W. Dennison, who founded the Dennison Manufacturing Company in 1844, had been making cards and tags for jeweler's use, to supplement his paper box business. In 1863 he patented the idea of reinforcing the hole in the tag with a paper patch on each side of the tag. To make the tag still stronger a metal eyelet was sometimes inserted around the hole.



Dennison Tag 1863

For sixty-four years this patch has filled every test for practical service. Yet now a still better patch has been devised. The new Dennison patch, enlongated in shape and extending to the edge of the tag, affords far greater "pull out" strength than the round patch.

Dennison Tag 1927

Coincident with the new patch development has appeared a new shape, a tag with four cut corners. This new tag with its symmetrical proportions and freedom from buckling, with the greater strength and endurance of the new patch is an assurance of satisfactory service to all who use it.

Dennison Manufacturing Company

Works at Framingham, Mass.

BOSTON
NEW YORK

CHICAGO
PHILADELPHIA

BOSTON UNIVERSITY — Executive Offices. Boylston St., corner of Exeter St.

BOSTON YOUNG MEN'S CHRISTIAN ASSOCIATION — Metropolitan Offices, 316 Huntington Ave.

BUNKER HILL MONUMENT — Monument Sq., Charlestown. A granite obelisk, 221 feet high, on Breed's Hill, within the lines of the American redoubt, which was the centre of the Battle of Bunker Hill, June 17, 1775. Revolutionary relics. Winding stairway of 294 steps to top. Open June 1 to Septembr 30, 9 to 5; October 1 to May 31, 9 to 4. Fee 10 cents.

CHAMBER OF COMMERCE — The Chamber's Bureau of Commercial and Industrial Affairs assists visitors desiring business information and contacts, and companies seeking industrial sites. Convention Bureau enables visitors to New England to make the most of their visits or vacations and cooperates with convention secretaries and furnishes to prospective visitors, road maps, literature or other information concerning any part of New England.

CHRIST CHURCH — (Old North Church) — Salem St., foot of Hull St. Dedicated 1723. From its steeple were displayed Paul Revere's signal lanterns, April 18, 1775. Open free on application to sexton. Week days 9 to 12 and 1 to 4. Sundays at noon after service. Guide book, with admission to steeple, 50 cents.

CHRIST CHURCH — Garden St., Cambridge, opposite Common. Built 1759–1761. Used as barracks for Provincial troops during siege of Boston. Here Washington held services New Year's Eve, 1775. Its lead organ pipes were melted into bullets during the siege of Boston, it being Tory property.

CITY HALL — School St. Latin School established 1635 on this site. Here stood the County Court House erected in 1810, occupied as a City Hall 1841–1862. Present building dedicated in 1865.

CONCORD — Among points of interest are Battle Ground, Old North Bridge, Statue of the Minute Man, Old Monument, Site of Meeting House where First Provincial Congress met in 1774, the Old Manse, Old Burying Grounds, Louisa May Alcott Memorial, historic houses and tablets. Twenty miles.

CONSTITUTION WHARF — 409 Commercial St. Here Old Ironsides was built by Edmund Hartt, 1794–1797.

COOPER-AUSTIN HOUSE — 21 Linnæan St., Cambridge. Erected about 1657. Enormous old fireplaces, beautifully carved beams and fine seventeenth century sheathing may be seen in this house. The property of the Society for the Preservation of New England Antiquities. Admission free to members.

CUSTOM HOUSE TOWER — Custom House Sq. Magnificent view of city and harbor.

DORCHESTER HEIGHTS — G St., South Boston. Monument marks spot where Washington planted batteries which drove the British out of Boston, March 17, 1776.

FANEUIL HALL — Merchants Row and Faneuil Hall Sq. "Cradle of Liberty." Built in 1742, rebuilt by Peter Faneuil and given to Boston as a town hall. Burned 1761, rebuilt 1763. Focus of Revolutionary movement in Boston and the colonies. Used by the British officers as a playhouse during the siege of Boston. Enlarged 1805, from Charles Bulfinch's plans. Market below, public hall above, and armory of the Ancient and Honorable Artillery Company (chartered 1638) over all. Hall has many historic paintings and portraits. Armory has Military Museum and Library. Hall open week days 9 to 5, Saturdays 9 to 12. Armory, week days 10 to 4, Saturdays 10 to 12. Free.

FIRST CHURCH IN BOSTON — Corner of Berkeley and Marlboro Sts. Contains tablets and statues of Winthrop, Cotton, Dudley, Johnson and many of the founders of Massachusetts Bay Colony, together with various memorials to people of more recent prominence in the Commonwealth. Open daily from 9 to 5. Park St. subway. Any Boylston St. car to Berkeley St. or Subway car to Arlington Station.

THE FIRST CHURCH OF CHRIST, SCIENTIST — Falmouth St. Seats 5000. Open to visitors at Sunday and Wednesday services and from 10 A.M. until 5 P.M. on Wednesdays and Fridays. The Christian Science Publishing Society's building, just across St. Paul St., is also open to visitors. Any Huntington Ave. car.

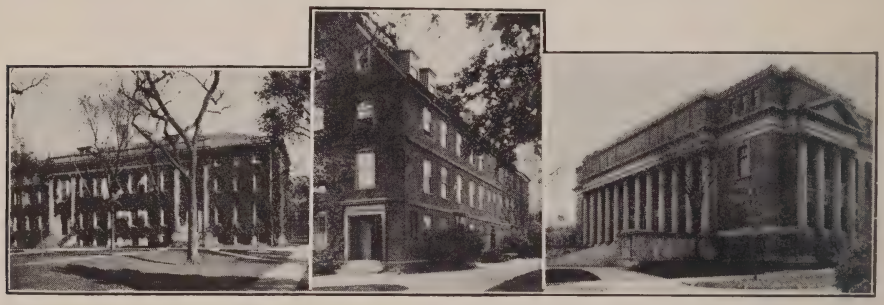
The motor roads lead the country; over 8,473 miles of improved roads within a 30-mile radius of Boston.

FORT HILL SQ. — Site of Fort Hill, 80 feet high, levelled in 1866–1872. First fort erected in 1632 and fortifications maintained until after the close of the Revolution.

FRANKLIN'S BIRTHPLACE — Site covered by building now occupied by Boston *Transcript* at 17 Milk St.

FRANKLIN PARK — 527 acres. Zoo open from 10 A.M. to 5 P.M.; in summer to 6 P.M.

GARDNER MUSEUM — Fenway, corner Worthington St. Priceless objects of art collected throughout many years by Mrs. John L. Gardner, and set in a beautiful Italian palace. Open Tuesdays, Thursdays and Saturdays (except national holidays) from 10 to 3; admission 50 cents. Open Sundays, free, from 1 to 4. Closed during the month of August.



Harvard University: University Hall — Massachusetts Hall — Widener Library

GREEN DRAGON TAVERN — 80–86 Union St. Used as a tavern and lodge rooms by St. Andrew's Lodge of Freemasons, where meetings of the patriots were held previous to the Revolution. Site marked by tablet.

HANCOCK-CLARKE HOUSE — Lexington. Built in 1698; enlarged 1734. The house of Revs. John Hancock and Jonas Clarke from 1698 to 1805. John Hancock and Samuel Adams were staying at this house April 18, 1775, when Paul Revere rode out to warn them of the approach of the British. Its contents belong to the Lexington Historical Society and consist of objects of historical interest and those illustrating the customs of the time. Closed during January and February. Open daily during November, December and March, 11 to 4. Sundays 2 to 4; April 1 to October 31, open daily 9.30 to 5; Sundays 2 to 5. Admission free.

HARRISON GRAY OTIS HOUSE — 2 Lynde St. (corner Cambridge St., opposite West Church). Built 1795 and now owned by the Society for the Preservation of New England Antiquities and occupied as its headquarters. Fine museum of furniture, pottery, glass, articles of costume, and miscellaneous antiques. Open free to members. Admission to others, 15 cents.

HARVARD UNIVERSITY — Harvard Sq., Cambridge. Massachusetts Hall, oldest university building. Widener Library. Museum, with famous Blaschka glass flowers. Fogg Art Museum. Germanic Museum. Stadium, seating 50,000. Radcliffe College.

JOHN HANCOCK HOUSE — Beacon St., just west of State House. Built in 1737; removed in 1863. Site marked by tablet.

JOSEPH WARREN HOUSE — Hanover St. Site now occupied by the American House. Marked by tablet.

KING'S CHAPEL — Tremont and School Sts. First chapel built in 1686, present one in 1749. Old English architecture. First Episcopal church in Boston. Here British officers worshipped during siege. Became first Unitarian church in United States, 1785. Open daily 9 to 12.

KING'S CHAPEL BURYING GROUND — Tremont St., adjoining King's Chapel. First burying place in Boston; interments as early as 1630. Here lie Governor John Winthrop, Lady Andros, wife of Governor Andros, John Cotton, Governor Shirley, Davenport, Oxenbridge and other early personages, including Major Thomas Savage of King Philip's War fame. Few burials here since 1796. Admission free, 9 to 12 daily.

Massachusetts makes each year enough shoes for every man, woman and child in Cuba, Canada and the United States to have a pair.

LEXINGTON — Among points of interest are: The Common, Boulder Line of the Minute Men, Battle and Minute Man monuments; Munroe Tavern, built in 1695; Buckman Tavern and Children's Museum; tablets, paintings, graves and historic houses. Ten miles.

LIBERTY TREE — Washington St., opposite Boylston St. Tablet on building marks site of the famous old Liberty Tree, planted in 1646 and cut down by the British in 1775. Stamp Act meetings were held here and Tory leaders hung in effigy.

LONGFELLOW HOUSE — 105 Brattle St., Cambridge. Built in 1759 by Colonel John Vassail, Jr., a Tory, who fled at commencement of Revolution. Occupied by Washington as headquarters from July 15, 1775, to April, 1776. Subsequently bought by Andrew Craigie, from whose estate Longfellow acquired it by purchase about 1843. Generally called Craigie House. Before sale to Longfellow it was occupied by Jared Sparks, Edward Everett, and Joseph E. Worcester of dictionary fame. Open to visitors only on Saturday afternoons from 4 to 6.

Entrance to Art Museum showing Dallin's "Appeal to the Great Spirit"

LOWELL HOUSE (also known as "Elmwood") — Elmwood Ave., Cambridge. Built about 1760. Once the home of Elbridge Gerry, a signer of the Declaration of Independence, and Vice-President, 1813–14. Used as a hospital after Bunker Hill. James Russell Lowell born here, Feb. 22, 1819, and he lived in the house most of his life.

MARINE PARK — 34 acres and pier. Aquarium, open from 10 A.M. to 5 P.M.; in summer to 6 P.M.

MASSACHUSETTS HISTORICAL SOCIETY — 1154 Boylston St., corner of The Fenway. Library open daily. Cabinet of relics. Wednesdays, 2 to 4. Free.

MASSACHUSETTS INSTITUTE OF TECHNOLOGY — New buildings on Cambridge side of Charles River Basin, dedicated June, 1916. Engineering and Science Laboratories open to public view. From Park St. subway, changing at Massachusetts Ave. to Cambridge surface car, or walk from Kendall Station. Architectural Department, 491 Boylston St., near Copley Sq., Boston; exhibition of drawings open to the public.

MIDDLESEX FELLS — 3038 acres. Metropolitan Park System.

MOUNT AUBURN — Brattle St., Cambridge. Oldest garden cemetery in the United States. Graves of Longfellow, Lowell, Oliver Wendell Holmes, Phillips Brooks, Agassiz, Edwin Booth, Charlotte Cushman, Theodore Thomas, Edward Everett, Hosea Ballou, Mary Baker Eddy and others. Open daily, 7 A.M. to sunset.

MUNROE TAVERN — Lexington. Built in 1695. Was a famous hostelry for 163 years. Taken by Earl Percy and used as a hospital for the British on the afternoon of April 19, 1775. Relics of Revolutionary days. Open from second week in April to the middle of November. Week days, 9.30 A.M. to 5 P.M. Sundays, 2 to 5. Free.

More than one-half the cotton spindles of the United States are in New England mills and nearly one-third in Massachusetts.

MUSEUM OF FINE ARTS — Huntington Ave. and Fenway. Open every day in the year excepting July 4, Thanksgiving and Christmas. Week days, 10 to 5; November 1 to March 1, 10 to 4. Sundays, 1 to 5. Admission free.

MUSEUM OF NATURAL HISTORY — Exhibition and other collections of New England zoology, botany and mineralogy. Numerous modern habitat groups of birds and mammals — Boylston and Berkeley Sts. Open daily 9 to 4.30, Sundays 1 to 4.30. Free. Tremont St. Subway. Any Boylston St. or Huntington Ave. car.

NAVY YARD — Chelsea St., Charlestown. Dating from 1780. One hundred and ten acres. Frigate *Constitution* now open to visitors.

A Bridge in the Fenway

OLD GRANARY BURYING GROUND — Tremont St., between Beacon and Park. Here lie most of the personages of historic Boston; seven early governors — Bellingham, Dummer, Hancock, Adams, Bowdoin, Eustis, Sumner; also Peter Faneuil, Paul Revere, the parents of Benjamin Franklin, the victims of the Boston Massacre; Robert Treat Paine, signer of the Declaration; John Phillips, first mayor of Boston; Mary Goose ("Mother Goose") and many others. So called after 1737 from town granary on site of Park Street Church.

OLD POWDER HOUSE — Somerville. Built early in the eighteenth century as a mill. Acquired by Massachusetts Bay Colony, 1747, and used as a magazine. Here the British seized 250 half-barrels of powder, Sept. 1, 1774. Elevated to Sullivan Sq., transfer to Arlington or Medford Hillside cars.

OLD SOUTH MEETING HOUSE — Washington and Milk Sts. Society formed 1669. Present house built 1729. Here the men of the town gathered to protest against forcing Massachusetts citizens into the English navy, to demand withdrawal of British troops, and to decide the fate of the hated tea. Here were commemorated, 1771–1775, anniversaries of the Boston Massacre, with orations by Lovell, Hancock, Church and Warren. Used by the British as a riding school during the siege of Boston. Restored and used for church services until 1872. In 1876 over $400,000 was raised to keep the building from destruction. Lectures on historical subjects are frequently held here. Large collection of historical relics. Open week days, June 1 to Sept. 15, 9 to 5 (Saturdays 4 P.M.); Sept. 15 to June 1, 9 to 4.

OLD STATE HOUSE — Washington St., head of State St. Here the first Town House was built, 1657, in the earliest market-place of Boston. Burned in 1711. The present building was built in 1713, burned in 1748, then rebuilt, the walls of the former building being utilized. Here met Colonial courts and legislatures, the town and city governments and the General Court of the Commonwealth. John Hancock was here inaugurated first governor of the Commonwealth of Massachusetts in 1780. In front of it occurred the burning of stamp clearances and the Boston Massacre. Here were the whipping post and the stocks. Used as City Hall, 1830 to 1840. Building restored in 1882. Bostonian Society collection of relics. May 1 to Nov. 1, 9 to 4.30; Nov. 1 to May 1, 9 to 4. Saturdays (June 1 to Oct. 1) 9 to 1. Free.

The Federal Census reports that Massachusetts mills turn out a third of the wool goods of the country, and New England more than half.

PARK STREET CHURCH — Corner Park and Tremont Sts. Erected in 1810 on site of the granary where sails of the United States frigate *Constitution* were made. "America" was first sung in this church.

PAUL REVERE HOUSE — 19 and 21 North Sq. Built 1660. Restored 1908. Home of Paul Revere, 1770–1800. Open week days 10 A.M. to 4.30 P.M. Fee 25 cents.

PLYMOUTH — Among points of interest are Plymouth Rock, Pilgrim Hall, Burial Hill, National Monument to the Forefathers, Historic Houses and Tablets. Thirty-eight miles. Steamer from Rowe's Wharf in summer.

PROSPECT HILL MONUMENT — Somerville. Here first was displayed the thirteen-striped flag of the American Colonies, though the stars had not replaced the crosses of St. George and St. Andrew in the Union.

QUINCY HOMESTEAD — Quincy, Mass. Built 1636–1706. Restored and furnished as a monument of Colonial times by the Massachusetts Society of Colonial Dames. Open daily 11 to sunset. Closed during winter. Admission 25 cents.

ROYALL HOUSE AND SLAVE QUARTERS — Medford. The Ten-Hill Farmhouse of Governor Winthrop, the residence of Colonel Isaac Royall, the headquarters of General Stark, the finest specimen of Colonial architecture in Metropolitan Boston. Open every week day except Friday from 2 to 5 P.M. Admission 25 cents.

SALEM — Among points of interest are Essex Institute, Marine Museum, House of the Seven Gables, Hawthorne's Birthplace, Roger Williams' or Witch House. Sixteen miles.

SAMUEL ADAMS HOUSE — Corner Winter St. and Winter Pl. Site of his home from 1784 until his death, Oct. 2, 1802. Marked by tablet.

SHAW MONUMENT — See Boston Common.

SPRING LANE — Washington St., between Water and Milk Sts. Location of the Great Spring, which for more than two centuries gave water to the people of Boston.

STATE HOUSE — Beacon, head of Park St. Hill on which State House stands was originally called Treamount, later changed to Sentry Hill, when used as a lookout, and after the erection of the Beacon, in 1634–35, received the name of Beacon Hill. Cornerstone of Bulfinch front laid July 4, 1795. Extension built 1889 at a cost of about $4,000,000. Construction of East and West wings completed 1916. Statuary, historic paintings, battle flags, war relics. House of Representatives contains celebrated Codfish emblem. Gilded dome, lighted at night by 498 electric lights. 9 to 5. Saturdays, 9 to 12.

WADSWORTH HOUSE — Harvard Sq., Cambridge. Home of Harvard University presidents for 123 years. 1726–1849, Wadsworth, Holyoke, Locke, Langdon, Willard, Webber, Kirkland, Quincy, Everett. Temporary headquarters of Washington, 1775.

WAYSIDE INN — Sudbury. Built 1687. Has sheltered Washington and Lafayette. Scene of Longfellow's "Tales of a Wayside Inn." Historical collection. B. & M. R.R. to Wayside Inn Station.

WENDELL PHILLIPS HOUSE — Corner Essex St. and Harrison Ave. Extension. Site of his home for forty years. Marked by tablet.

An hour's ride by motor, train or street car brings you to Nantasket or Revere — two of the most beautiful beaches on the Atlantic coast.

Longfellow Bridge from the Esplanade

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